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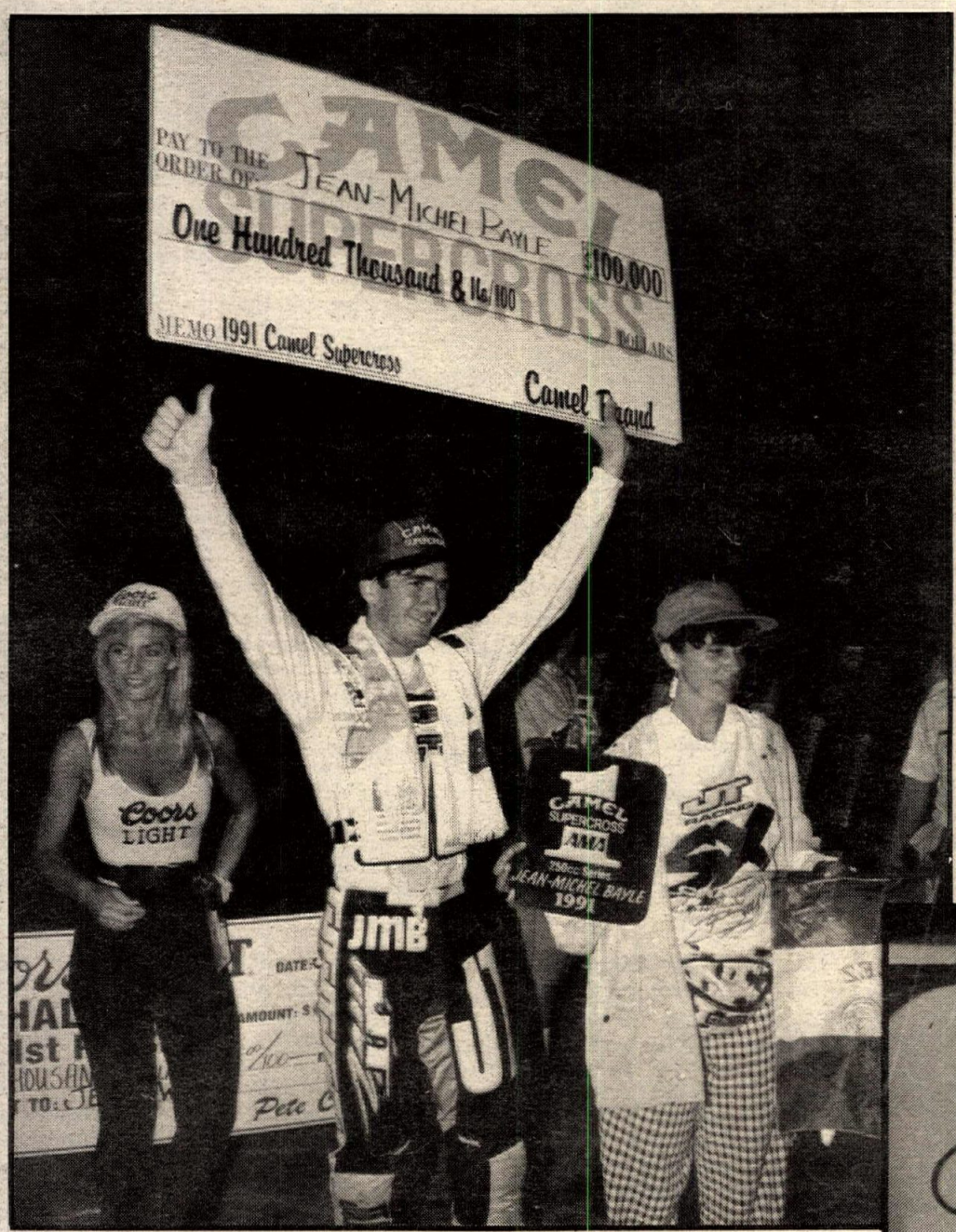

Camel Supercross Series

Bayle clinches title!

Camel Pro Series

Parker ties Springsteen with 40th win!

World Championship Superbike Series

Polen perfect at Brainerd

TIME DATED MATERIAL MAILED JUNE 11, 1991

IN THE WIND By Papa Wealey

Stefan Everts (Suz) was the overall winner of round six of the World Championship 125cc MX Series in Genk, Belgium, June 9. **Yves Demaria** (Suz) finished second overall and **Pedro Tragter** (Suz) was third. American **Bob Moore** finished second in moto two but DNF the first moto when he dislocated his shoulder, and compatriot **Willie Surratt** (Hon) posted 12-7 moto finishes. Everts leads Moore in the point standings 208-164, with the injured **Donny Schmit** third.

Team Suzuki Endurance (Suz) moved closer to a record seventh title with a win in the six-hour round of the SBS/PM WERA National Endurance Championship at Oregon's Portland International Raceway, June 8. **Team L.P.S.** (Suz) finished second, four laps behind the winning team, with **Force Racing** (Yam) finishing third, on the same lap as the runner-up team.

Defending National Hare Scrambles Champion **Scott Summers** (Hon) scored the overall win in round five of the AMA National Championship Hare Scrambles Series in West Greenwich, Rhode Island, June 9. **Terry Cunningham** (Kaw) was second overall and **Kevin Bennett** (Hon) third overall.

The Open class team of **Garth Sweetland, Paul Krause, Greg Zitterkopf** and **Larry Roeseler** (Kaw) scored the overall win at the SCORE Baja 500 in Baja California, Mexico, June 8. **Ty Davis** and **Ron Naylor** (ATK) finished second overall, approximately two minutes behind the winning team, and **Danny Hamel** and **Jimmy Lewis** (KTM) rounded out the top three. The **Larry Roeseler** and **Ted Hunnicutt** (Kaw) entry failed to finish the race due to mechanical problems, and Roeseler rode most of the last 80 miles on the winning team, replacing Zitterkopf, who broke his foot early in the race. **Roger Hurd** and **John Braasch** (Kaw) topped the 125cc class; **Alfie Cox** and **Keith O'Neal** (Kaw) won the 250cc class; **Kenny Parry** and **Scott Forward** (Kaw) Class 30; **Chris Haines** and **Jim O'Neal** (Kaw) Class 40, and **Al Guzman** (Kaw) Class 50.

The **Mint 400** will return to the racing calendar after an absence of two years, thanks to the combined efforts of Baja Promotions' Lou Peralta and Bill Kiser and Ron Feiss, of Las Vegas 400, Inc. According to Peralta, the event's organizers missed the BLM deadline for filing for a permit to hold a full-blown desert race, so the November 21-24 event will be held at Las Vegas Speedway International and will feature a three to five-mile race course on the raceway's property. For the first time in many years, motorcycle classes will be included in the race. For more information, contact Baja Promotions at 818/340-5750.

Team Noleen will be on hand at both the June 14-16 AMA National Championship Road Race Series meeting at New Hampshire International Speedway in Loudon, New Hampshire, and the June 27-30 Mammoth Mountain MX at Mammoth Lakes, California, to provide **suspension service** for all competitors. Noleen owner Clark Jones invites competitors who need help to stop by the Noleen van at either event.

Papa recently spotted a **"help wanted" ad** placed in National Speed Sport News, the car racing weekly newspaper, by the AMA, and then came across mention of the job opening in the July issue of American Motorcyclist magazine. The AMA is looking for a person "to fill a key new position (**vice president of sports marketing**) in its reorganized professional racing division." The ad says an applicant "should have an adequate knowlege of motorsports operations, but the main emphasis will be placed on the applicant's education, experience, and knowledge of marketing, sponsorship sales and television." The person who gets the job will "report to the president (Ed Youngblood) and be responsible for planning and administration of a $2 million budget and a staff of 20." According to the minutes of the May 3-4 AMA board of trustees meeting, Youngblood has been authorized to "exceed budgeted salary limits by 20 percent to 30 percent in order to hire the kind of individual he and Mr. Dean (chairman of the board Paul Dean, editorial director of Cycle and Cycle World magazines) had concluded was required to head the professional racing department."

The recent **Triple Header Weekend** (21st Annual Old Time Newsies AMA Regional Championship Half Mile, 18th Annual Old Time Newsies TV Auction and 19th Annual Motorcyclists for Muscular Dystrophy Ride) in Dayton, Ohio, **raised a record $92,000** for Miami Valley charities, according to Tim Wourms, president of KK Motorcycle Supply of Dayton. Originally inspired by J.R. Kelley, chairman of the board of KK, the Triple Header Weekend, saw the auction raise $15,000, the race $30,000 and the ride $47,000. The overall amount of money raised for charity since 1971 now stands at over $932,000.

Team Mad Dog (Yam) averaged 97.993 mph to win the second round of the 10-round AMA/CCS EBC Brakes Endurance Championship at Brainerd International Raceway in Brainerd, Minnesota. **Gold Hill Racing** (Yam) finished second, with third going to **Dutchman Racing II** (Suz). The GTU class win went to **K&N Racing** (Yam).

WorldSports members raised more than $3000 for the **Tony Haynes fund** by donating portions of their entries at the recent Tampa Bay Amateur Supercross towards Haynes' medical expenses. Haynes, a top amateur competitor from Florida, was paralyzed from the waist down when he crashed while practicing in February. Haynes has been in Tampa General Hospital since the incident, and according to Jerry West of WorldSports, is currently undergoing therapy so that he can be released in a few weeks. Limited edition T-shirts with Haynes' picture sold out at the Tampa Bay event and more shirts are being printed for those who still wish to help defray his medical costs. The shirts will be available for a minimum $10 donation and can be ordered from WorldSports, P.O. Box 13246, St. Petersburg, FL 33733.

With the naming of **Shoei Helmets** as the title sponsor of the 1991 U.S. 500cc MX Grand Prix, the official title of the August 24-25 event that will take place at Glen Helen Off-Highway Vehicle Park in San Bernardino, California, is as follows (take a deep breath): **Yamaha, Honda and Suzuki Present the 1991 500cc Shoei Helmets U.S. GP**. Tickets for the World Championship event are now available at participating Honda, Yamaha and Suzuki dealerships and Ticketmaster locations throughout southern California.

Former 125cc MX National Champion **Ron Lechien** has signed with Tuf Racing to compete in the AMA National Championship 500cc MX Series as well as the U.S. 500cc MX GP. Lechien will ride a Tuf-prepared Kawasaki KX500 tuned by former Kawasaki R&D technician Gary Ladderman.

Team Yamaha's **Damon Bradshaw, Doug Dubach** and **Jeff Emig** will visit northern California's Concord Yamaha on Friday evening, June 14, the evening prior to the San Jose round of the Camel Supercross Series. They'll be signing autographs and bench racing with fans from 6:30 p.m. until 7:30 p.m. at the dealership in Concord. For more information, call 415/798-2580.

Just when Papa and a lot of other American road race enthusiasts thought it was safe to relax after the **Chris Carter** invasion of Daytona, the slim-line Englishman was back on the public address system at Brainerd for last weekend's U.S. round of the World Championship Superbike Series. If that wasn't bad enough, those nice people at Loudon's New Hampshire International Speedway have booked the Limey for the announcing work for their June 14-16 round of the AMA National Championship Road Race Series. But there is more bad news, and perhaps it's best that it arrived too late to garner much attention in New England from this mention: Carter will also have a radio show at Loudon. That will take place at the Ramada Inn in Concord from Thursday, June 13, to Saturday, June 15, on WKXL-AM/FM. It will be a two-hour show from 7 to 9 p.m. and the first hour will be a benefit for lounge patrons with the second hour being broadcast live.

Motocrosser **Jeremy McGrath**, who broke his lower left leg at the Mt. Morris 125/250cc MX National in Pennsylvania on May 26, will attempt to ride the June 15 San Jose Supercross. McGrath, the 125cc Western Regional Supercross Series points leader, will be fitted with a special brace made by Innovation Sports. "I want to clinch the championship before the Los Angeles Supercross and don't think that should be a problem," said McGrath, who was spectating at the IJSBA National Jet Ski Tour in San Diego, California, June 9. "I won't be able to ride until then, but all I have to do is finish in the top 10, and I don't see that being a problem."

Five-time National Hare & Hound Champion **Dan Smith**, who retired after the 1990 season to pursue a career in off-road car/truck racing, scored the Class 3 (short wheelbase, four-wheel-drive trucks) win at the June 9 SCORE Baja 500. Smith won the Baja 500 twice as a factory-backed motorcycle racer.

Tuf Racing has secured outside-the-industry sponsorship for its MX team from the remanufactured parts division of Ford Motor Company. According to Tuf owner Dave Antolak, Ford Remanufactured Parts will back the team for the remainder of this season and next year as well. "It works out good for them, since they have several plants that are located in cities where there are Camel Supercross races," said Antolak at the June 8 Oklahoma Supercross.

Several of the top motocross riders plan to get married at the end of the National Championship MX Series season. Oklahoma City Supercross winner **Jeff Ward** will tie the knot with Candice Deleo on October 20, then on October 26 **Doug Dubach** will marry Shelly Welton, and on the same day **Mike Fisher** will march down the aisle with Diane Sievers.

Off-road vehicle operators should **stay on marked routes in California's Rand Mountain/Fremont Valley area** or they may be banned from the area, says the Bureau of Land Management. Only those routes designated with numbered brown Carsonite signs are open to OHV use, according to BLM's Ridgecrest Resource Area Manager **Lee Delaney**. "Since we lifted the year-long quarantine in this

Doohan nips Rainey in Austrian GP

Australian Michael Doohan (right) rode his Rothmans Honda to a thrilling .185-of-a-second-win over Marlboro Yamaha's Wayne Rainey in the Austrian Grand Prix at the Salzburgring on June 9.

The pair led another battle between Lucky Strike Suzuki's Kevin Schwantz and Rothmans Honda's Wayne Gardner across the line by some 15 seconds with fifth place finisher Eddie Lawson another 22 seconds behind on the factory Cagiva.

Marlboro Yamaha's John Kocinski was running fifth when he was forced to pit for a new rear tire. He finished ninth. Californian Doug Chandler, aboard his Roberts-backed Yamaha, finished seventh.

Doohan now leads Rainey in the championship by 15 points, 126-111. Schwantz is third with 90 points.

The 250cc GP in Austria saw German Helmut Bradl win a second straight GP on his HB Honda, as he topped Repsol Honda's Carlos Cardus by almost eight seconds. Third place went to Sharp-Sampson Honda's Wilco Zeelenberg with Aprilia's P.F. Chili and Rothmans Honda's Luca Cadalora rounding out the top five finishers. The win puts Bradl closer to Cadalora in the championship point standings, but he still trails the Italian by 10 points, 121-111. Cardus is third in the standings with 99 points.

The 125cc GP was won by Italian Fausto Gresini (Hon) over German Ralf Waldmann (Hon) and Japan's Noburo Ueda (Hon). All three finished within the same second. Gresini takes over the championship lead from Loris Capirossi, who crashed in Austria, 91-84.

Brits Steve Webster and Gavin Simmons teamed to beat Rolf Biland and Kurt Waltisperg by 15 seconds in the Sidecar GP in Austria. Webster leads Biland, 80-50, in the championship standings.

area last Thanksgiving, many of the riders contacted by our rangers in the area have told us they heard the Rands were open again and they can ride anywhere. That's simply not true," Delaney said. In recent months, numerous off-trail violations and negative media reports have resulted. Because the area is important desert tortoise habitat, violations are especially harmful. "Continued violations may mean we have to close the area to OHV use again," Delaney said. "We have worked with a variety of interests to design an extensive legal route network that provides an excellent recreational experience as well as protects the natural resources of the area. We hope our visitors will allow that network to work." Pass the word! Members of **AMA District 37** have volunteered more than **2000 hours of labor** to help BLM contact users distribute information, install signs, and map the Rand Mountains/Fremont Valley area. More help is needed, and volunteers are encouraged to contact the BLM at 619/375-7125.

World Superbike road racers **Niall Mackenzie** and **Carl Fogarty** intend to deliver an ultimatum to Honda Britain boss Neil Tuxworth when they return home from the June 9 U.S. round of the series in Brainerd, Minnesota: Give us competitive machinery or forget it. In Mackenzie's case that means he's prepared to quit the team altogether. Fogarty isn't going that far, but he can't see any point in continuing in the World Championship with the current Honda RC30s they're running. "Now it's just getting ridiculous," said Mackenzie. "It's not doing Honda any good, it's not doing me any good, and it's been the same since the first race except for Donington." The Donington Mackenzie was referring to was not the World Championship round but a British National where he was able to ride the '91 factory bike he was promised for the entire season — and he tallied a 1-3 score. It was promptly taken away for the Isle of Man where four different riders rode it during the meeting.

Problems at Brainerd were multiple for both Mackenzie and Fogarty. First off, they were given only three Michelin rear tires apiece to get through the entire event because of the team's huge commitment to the **Isle of Man**, and Fogarty had to use one of them through the practice session and both qualifying sessions when his original tire split on the rim. Mackenzie's RC30 had its cam timing altered by tuner Tony Scott, but the bike ran like a dog Thursday, unable to pass a Supersport 600 in a straight line. His mechanic Nick Lee couldn't fix the problem because he didn't know exactly what Scott had done. "We've moved the ignition rotor a tooth on the spline which is a really crude thing to do," explained Mackenzie. "It's given it some mid-range but it still has no bottom end." Generally both bikes wouldn't handle, stop, or go. One of the reasons they didn't handle, the riders explained, was because the team had been supplied Marvic wheels which didn't fit properly and rather than sending them back, had simply spaced them up five millimetres so they fitted, but that meant the front and rear wheels were out of alignment: "It's good in left-handers," Fogarty remarked. "What we need," added Mackenzie, "is something that works. Everyone is else is using proper Ohlins suspension and brakes, we just want to be the same as everyone else." Neither rider was exactly sure what they were riding at Brainerd, a combination of '90 and '91 machines by the look of it. Trying to make them go fast was a difficult task though: "Like pushing shit up hill with a fork," was how Lee described it.

Team Kawasaki had several new parts to try at the Brainerd round of the World Championship Superbike Series. First-off was a new factory engine which, according to team manager Peter Doyle, was expected to: "Give more horsepower right through the range." Also being tested was a rear suspension link which offered a completely different, more linear, rate of progression than the one used in the first two rounds of the championship. Doyle believes that link was at least partially responsible for the tire troubles encountered in England and Spain. There were also two new exhausts to try, although without Kawasaki's version of EXUP, Doyle believing they won't see that system until after Suzuka. A new double radiator already tested in Australia was on a bike, while the team still had not made the move to the complete ISR brake setup, using ISR discs and Nissin six-pot calipers as in Spain.

As promised, **Dunlop** had their latest technology tires at Brainerd for their two development riders, Doug Polen and Terry Rymer. Fitted to a six-and-a-quarter-inch rim, the rears were Grand Prix tires running a harder compound in deference to the weight of the superbikes. It was on this tire that Rymer had his big crash and separated his shoulders. Dunlop would only concede that the tire deflated but refused to offer any further comment until after the tire was examined back at the factory. All other examples of the tire were withdrawn after the crash. Dunlop also brought a new version of the standard tire to test as well as a new construction front tire. The latter was unlikely to be tried in the race because there were not enough examples available for both riders if they both wanted to use them.

Pirelli, meanwhile, was offering nothing significantly new to try while **Michelin** had a new rear on hand alongside the standard 1423 and the 1861 which has proved something of a disappointment in rounds one and two. Roche was testing the new tire when he crashed as well. Brainerd is rated as the hardest circuit on tires in the Superbike Series; the banked turn one, the almost as quick turn two, and the abrasive circuit producing stresses equivalent to Hockenheim in West Germany.

For **Doug Polen** a full World Championship season is not necessarily guaranteed, particularly his visit to Australia for the final round of the World Championship. "I'm looking for money to do Kangaroo Land, it's a big trip," explained his entertaining Italo-American tuner and team owner Eraldo Ferracci. Polen's early season forays have been guaranteed with the help of Ducati factory team boss Marco Lucchinelli and Adriano Narducci, who is riding the second Ferracci machine. Lucchinelli believes that the resources will be found to get the championship leading team to Phillip Island. He also ventured the opinion that for Ducati the best option would be that Polen wins the championship rather than Roche because it would aid the factory's awareness in North America. Although considering the state of the championship table at the moment, it seems a moot point right now.

Rumi/RCM Team Manager **Norris Farrow** did not make the trip to Brainerd because of a couple of projects team owner Oscar Rumi wanted him to concentrate on back at the workshop in Bergamo, Italy. That left Merlyn Plumlee in charge for the weekend and just like Farrow he was straight into the work, putting a new development cylinder head onto one of Merkel's engines for testing. Plumlee explained that a lot of work had gone into the RC30s since Spain: "We haven't progressed in leaps and bounds, but we've done a little in carburetion, exhaust pipes and cylinder head, and hopefully it's enough to show up on the racetrack." The team has been doing a lot of dyno testing recently and has seen 140 horsepower using one pipe, unfortunately using a legal silencer it's knocked back to about 136 horsepower: "That's a little too much but there is still more power in there," he said. Oscar Rumi became so frustrated as the weekend progressed, first the bikes arriving late, then Baldassarre Monti missing his flight and also turning up with little time to spare. Add the problems both bikes encountered over the weekend and he was looking for a good luck symbol. What he came up with was the Diesel Jeans emblem, figuring that the native North American Indian should give him luck in the U.S.A.

Continued on page 4

Cop Supercross?

What's this policeman doing jumping a stripped-down Kawasaki police motorcycle in the dirt? That's what we wondered when we spotted several policemen roosting over a dirt mound near the *Cycle News* office building in Signal Hill, California.

The officers weren't practicing for the Los Angeles Supercross, but were participating in a two-week training course for motorcycle patrol officers conducted by the Long Beach Police Department. According to LBPD motor officer Rick Montoya, the dirt excercise was used to help the trainees, who come from various police agencies throughout California and don't always have prior motorcycle riding experience, learn just what the big police bike can and can't do. Earlier in the day the trainees were taken on a trail ride in a nearby canyon, and after the jumping excercise they were headed for the concrete-lined banks of a local river.

"It's the hardest two weeks of training the motor officers go through," says Montoya, "yet most consider it the most fun."

We don't think it would be too much fun trying to emulate Jeff Stanton or Jean-Michel Bayle on a police bike, but the smile on the rider's face says otherwise.

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ON THE FRONT PAGE:

Jean-Michel Bayle (top) clinched the 1991 Camel Supercross Series title with a runner-up finish at the Oklahoma City Supercross. See page 8. Photo by Nate Rauba. (Bottom) Scott Parker (right) scored his 40th career National dirt track win at the Louisville Half Mile. The victory ties him with Jay Springsteen (left) for first on the all-time win list. See page 10. Photo by Bert Shepard.

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VOICES Letters to the editor

Miles and miles of trails

The Forest Service has come out with a Draft Environmental Impact Statement for the Amended Land and Resources Management Plan for the Shawnee National Forest and it is open for public comment until August 15. Information can be obtained by contacting Rodney K. Sallee, Forest Supervisor, Shawnee National Forest, 901 South Commercials St., Harrisburg, IL 62946, 618/253-7114.

To make a short story long, the plan has five alternatives. The first calls for 371 miles of ATV/OHM travelways (All Terrain Vehicle/Off-Highway Motorcycle-accessable roads and trails). Alternative #2 calls for 286 miles, as does Alternative #5. Alternative #3 calls for 88 miles. Alternative #4 calls for zero — that's "0" miles. Alternative #5 is the one the Forest Service is backing.

Please send your comments to Forest Supervisor Sallee at the above address. You can bet the "antis" are.

David Lotz
White House, TN

Mosport blues

I got much closer to the World Championship Superbike Road Race Series by reading your June 5 (Superbike preview) issue than I did by driving 11 hours back and forth to Mosport.

Jerry Johnson
Rochester, NY

Writing works

Recently in Florida, Governor Chiles proposed budget cuts that would have crippled the state's rider education fund. The program, and the six administrative positions that oversee it, is entirely rider-funded. Chiles' proposal was to divert the funds contributed by motorcyclists into the state's general fund, in effect, creating an additional tax for Florida's motorcyclists.

Fortunately for us, the House and Senate Appropriations Committees defeated the governor's proposal and have kept the fund separate and intact. I wrote a thank you letter to the governor and each of the committee members. It seems that motorcyclists' letter writing efforts as well as lobbying by the AMA can really make a difference.

John A. Carter, Jr.
Melbourne, FL

New Wood-Rotax

I am replying to the statement, " . . . although owners of the current Rotax 600cc motors are up in arms over the news of a new engine . . . ," in the June 5 issue's In The Wind.

As of this date (June 4), I have received only one call from an individual expressing his concern about our new engine, the Wood-Rotax 600cc double overhead cam, liquid-cooled engine, while receiving many calls from racers communicating their positive enthusiasm.

I have personally pledged my commitment to the betterment of this sport. Since Wood-Rotax is the largest supplier of dirt track racing motorcycle engines in the United States today, I feel that continually upgrading the product results in engines being more reliable, which means less maintenance, which equals less overall cost. Many orders have already been placed and orders are still being accepted. As in the past, the new Wood-Rotax engine will be readily available.

Ron Wood
Ron Wood Racing Products
Costa Mesa, CA

Jerickson 1941-1987

While riding our motorcycles a couple of weeks ago somewhere in the desert, we happened upon an old Husqvarna CR390 embedded in concrete with a granite boulder nearby on which a plaque had been mounted which states, "Jerickson 1941-1987." This led to speculation on who Jerickson was, how he died, and who put up his memorial. Does anyone at *Cycle News* know?

Dave Beaumont
Agua Dulce, CA

We have more than a few desert rats on our staff, Dave, but no one has seen the memorial you mention, nor does anyone know who Jerickson was. Perhaps one of our readers can offer some information on Jerickson, and if anyone does, we'll relay it to you . . . Editor.

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

IN THE WIND By Papa Wealey

Continued from page 3

A vignette from the German GP at Hockenheim gave an uncomfortable idea of the **status of motorcycle racing in the world outside**. German Helmut Bradl was sitting in his sponsors' HB's awning, in the midst of a string of press, radio and TV interviews, and definitely the nation's hero of the hour after winning his home GP. In the midst of it, a TV reporter approached him, camera crew close behind. "Sprechen sie Deutsch?" (Do you speak German?) she asked him.

RESIGNED: Art Barda from his position as AMA National Dirt Track Manager, on Tuesday, June 4. Bill Amick of the AMA Professional Racing Department will handle the dirt track manager's duties for the next several weeks. Roy Janson, the AMA National MX Manager, will share the duties with Amick after the Camel Supercross Series ends.

CORRECTION: In our coverage of the White Bros. Four-Stroke World Championships, we spelled the name of the winner of the Old Timers Novice MX class wrong and to compound the error we listed the wrong brand of bike he rode to victory. For the record, Ronald Mazzaferro won the class on a Husqvarna.

OPENED: Action Kawasaki-Honda of Mission Viejo, by owners Jim Mezzasalma and Chris Chocek at 23854 Via Fabricante in Mission Viejo, California. Dennis Wood has been named service manager.

HUNDREDS STUNG AT MEMORIAL DAY PICNIC.

Get out the ointment, Team Green is at it again. On May 25th a swarm of our pesky amateur riders descended on the Team Green Spring Nationals in Mt. Morris, PA and took 14 of 26 classes. They also carried off a big juicy slice of the Kawasaki Contingency Program. But thanks to the Team Green support crew, most of the more than 700 other riders who took us on went home with nothing but welts to show for it. Ouch.

Kevin Foley	250cc A Class
Kevin Foley	+25 Class
Hayden Richards	125cc A Class
Joshua Steel	125cc B Div. I
Keith Troccoli	125cc B Div. II
Shane McMillan	125cc C Div. I
Mark Robaugh	250cc C Div. II
Patrick Sweeney	Open C Class
Bruce Dengler	+40 Class
Greg Rand	125cc Schoolboy
Robbie Reynard	80cc 12-13
Robbie Reynard	Supermini
Robbie Horton	80cc 7-11
Mark Burkhart	65cc 7-11

Kawasaki

Let the good times roll.

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SUPERCROSS AMA Camel Supercross Series: Round 16

Main event winner Jeff Ward (left) congratulates runner-up Jean-Michel Bayle for clinching the Camel Supercross Championship.

Win to Ward, title to Bayle at Oklahoma City

By Nate Rauba
Photos by David Goodspeed and Rauba

OKLAHOMA CITY, OK, JUNE 8

Jean-Michel Bayle considers himself a free man after wrapping up the Camel Supercross Series Championship with a second-place finish behind Jeff Ward in the 20-lap Coors Light Challenge at the Oklahoma State Fair Speedway.

"I feel free," said the 22-year-old native of France. "I'm very happy, I can't say more — I don't know enough English to tell you how happy I am!"

The runner-up finish in front of a capacity crowd of 21,474 was more than enough to give Bayle the title as he has an insurmountable lead of 75 points over Damon Bradshaw with two rounds remaining in the series. Bayle became the first foreigner to win an AMA MX Championship since Dutchman Pierre Karsmakers won the first 250cc Supercross title in 1974. (In that same year, American Gary Semics won the 500cc Supercross title, a class that was dropped after the 1975 season.) Bayle, who only had to finish 18th to wrap up the title, received $100,000 in point fund money from Camel, a bonus from American Honda that will reportedly at least match that amount, plus a large bonus from clothing sponsor JT.

"The number one plate is more important than the check," said Bayle, who said he has dreamed of winning the Supercross title since he was a child. After winning the 125 and 250cc World Championships and finishing second in the Camel Supercross Series last year, Bayle reached his goal.

"What I had to do when I came here to America has happened," Bayle said. "I can ride a lot faster now."

Bayle credited Ward with being the fastest on the long course built on and inside the half-mile State Fair Speedway half-mile oval. After taking the lead from Kawasaki teammate Jeff Matiasevich on lap four, 29-year-old Ward ran away to a five-second win and never saw the wild action behind him. Ward, who won the first Oklahoma City supercross two years ago, also had plenty to be happy about. The win, his 20th career supercross victory, was his and Kawasaki's first of the season. It also lengthened Ward's streak of winning at least one supercross race a year to eight consecutive years, and the win moved him one step up the all-time supercross win list. Rick Johnson's 28 career wins heads Bob Hannah by one win on that list.

"It feels good," said Ward, who pocketed $5000 of the $30,000 250cc purse. "I didn't even really think about the streak ending. I just felt strong all day."

Bayle knew Ward was fast since he spent the entire race chasing him. What he didn't know was that perhaps the fastest rider on the track was Yamaha's Bradshaw. After a fall on the first lap, Bradshaw charged through the field to finish third, and he was still charging when time ran out as the checkered flag fell. Bradshaw is locked into a fight for second in the points standings, which pays a $30,000 bonus, where he leads defending Camel Supercross Champion Jeff Stanton by six points.

Bradshaw had a little bit of help along the way as several riders inside the top five went down in front of him. Stanton, last year's Oklahoma Supercross winner, fell while running second, then local favorite Guy Cooper and Jeff Matiasevich both went down as they battled for the runner-up position. Stanton remounted to finish fourth, while Cooper completed the top five.

The 125cc Eastern/Western Regional main event provided an exciting warmup to the 250cc thriller. After what he described as the best race of his life, Yamaha's Jeff Emig outdueled 125cc Eastern Regional Champion Brian Swink to earn his second win of the season. The two riders banged bars for much of the 15-lap race, and after several lead changes Emig moved out front for good on the 11th lap to record his second straight win in Oklahoma. Swink finished two seconds behind Emig while Jimmy Button completed the top three.

The event was the final round of the Eastern Regional Series, and Swink had the title wrapped up before coming to Oklahoma. His Peak Antifreeze/Pro Circuit Honda teammate Jeromy Buehl finished the series in second and DGY's Doug Henry was third.

Stanton shook off the effects of a hard practice crash that left him with a headache and he grabbed the holeshot at the start of the first eight-lap 250cc heat race. Bradshaw quickly passed Mike Jones and Matiasevich on the first lap to set up a battle for the lead which lasted for the first half of the race.

Bradshaw took command on lap three and a lap later broke away from Stanton to score the win. Stanton maintained second to the finish as Cooper, who had worked his way past Matiasevich on the seventh lap, charged to a close third. Matiasevich finished fourth and was the last rider to qualify for the main from the heat.

Bayle wasn't about to take any chances of not being one of the top four finishers to make it to the main from the second heat. After passing Mike Kiedrowski for the lead on the first lap, Bayle steadily pulled away and won by five seconds.

After an early fight for second between Kiedrowski, Ward, Mike LaRocco, Todd DeHoop, Denny Stephenson and Doug Dubach, Ward fought his way to the runner-up position and finished there with a small cushion over Kiedrowski. LaRocco fell and Stephenson assumed the fourth and final heat race transfer position to the main.

Ron Tichenor, Larry Ward and Keith Johnson contested the lead early in the first of two six-lap semis, which would each advance the top five finishers to the main. Tichenor and Ward eventually broke away from

Johnson as they fought for first, with Ward passing Tichenor for the lead two laps from the end and staying ahead to score the win.

Tichenor finished second, well ahead of Johnson, while Jones survived a race-long battle with Keith Bowen and Gene Naumec to finish fourth. Naumec stuffed Bowen in the final turn and both riders went off the track, but Naumec re-entered ahead of Bowen to finish fifth.

Dubach, DeHoop and Mike Fisher were the front-runners at the start of the second semi. As Fisher dropped back slightly, Dubach checked DeHoop's advances to record the win over DeHoop, Fisher, LaRocco and Shaun Kalos.

Dennis Hawthorne took the lead on lap one of the six-lap Last Chance Qualifier and stayed out front for the win. Bowen rapidly worked his way to second by lap two and followed a short distance behind Hawthorne at the finish to grab the only other ticket to the main event.

When the main event roared off the line just after darkness had set in, Matiasevich grabbed the holeshot with Cooper, Jeff Ward, Bayle and Stanton closely following. Bradshaw was left at the back of the pack after he slid down in one of the U-turns. Cooper was anxious to lead in front of the home crowd and he tried to pass Matiasevich early on the opening lap, only to shoot off the track near the end of a high-speed straight.

"I wanted to get inside of him," said Cooper. "I clipped a hay bale and went all the way sideways."

"Did you see Cooper?" Kiedrowski would later ask teammate Jeff Ward. "He was all over the place."

Ward saw Cooper all right, but not for long as he went into second on Cooper's mistake. For the next several laps, Ward followed teammate Matiasevich, while just behind the pair Bayle and Stanton put Cooper back to fifth. Ward waited until the fourth lap to make his move to the front.

"I didn't want to dice with Matiasevich because that would've slowed us down and we were pulling away," said Ward. "I just stayed behind and waited for a mistake."

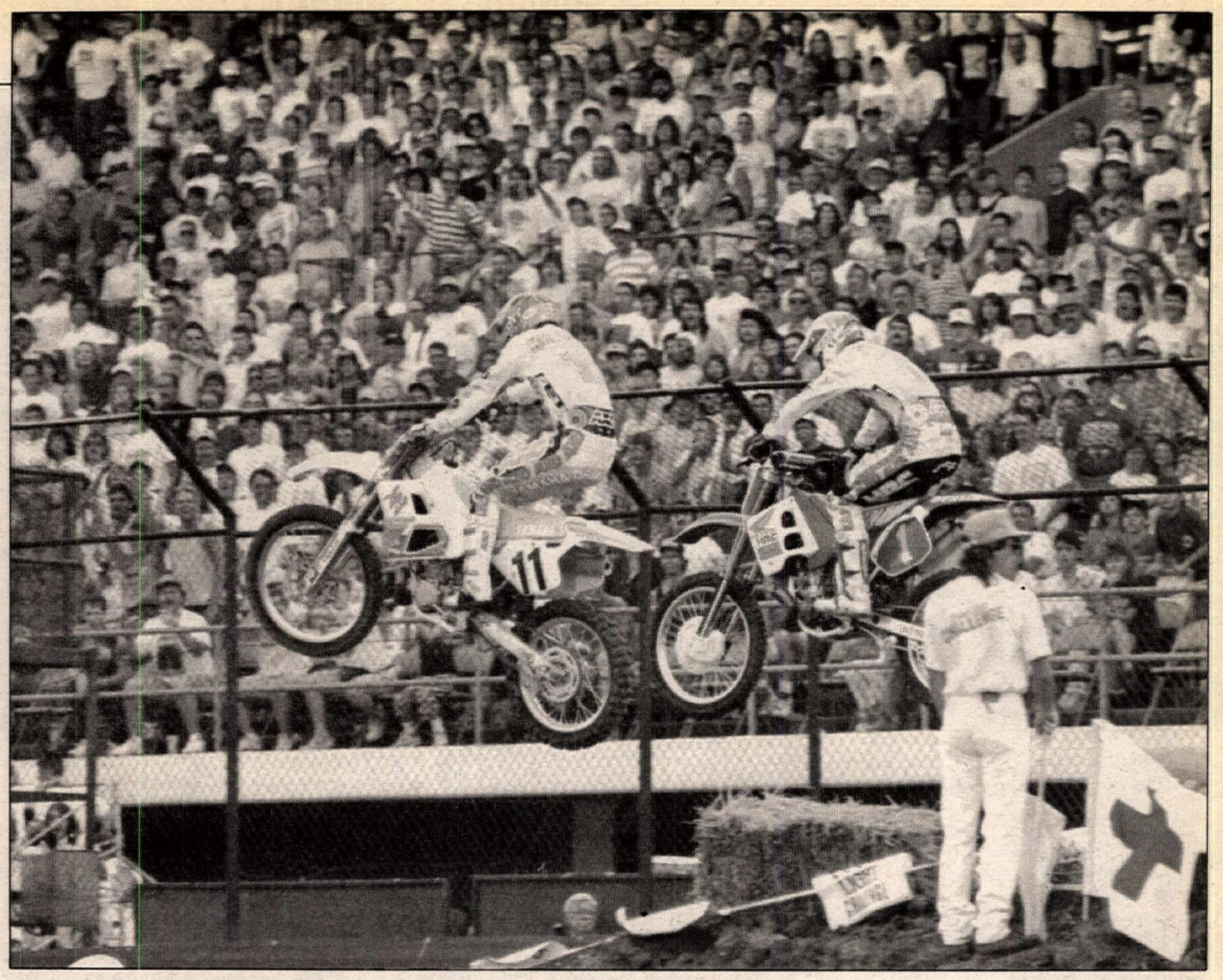
Much to everyone's surprise, Bayle was still attacking third-place Stanton as Cooper charged up from behind. Bayle was hesitant to charge by, however, and Cooper passed him for fourth on lap five. After that the Frenchman backed down slightly.

"I didn't want to pass Stanton because I didn't want to take points from him since he's racing for second in the championship," said Bayle.

After Cooper passed Bayle, he went after Stanton for third, and together they closed in on Matiasevich, who now trailed leader Ward by several seconds as the race neared the halfway point. Bayle wasn't far behind in fifth, with Kiedrowski some distance behind in sixth, followed by Fisher and a charging Bradshaw.

With the fleeting Ward pulling away, Stanton finally passed Matiasevich to take over second, only to fall in a turn a lap later and drop back to fifth. Bradshaw, who had passed Fisher and then Keidrowski in quick succession, wasn't far behind Stanton.

Cooper had Bayle on his tail and stuffed under Matiasevich in a tight turn to take over second. But Matiasevich came back down the next long straight, and side-by-side they approached a small jump that followed a sweeping turn. Neither rider yielded, they clipped and Cooper went down before the jump, while Matiasevich made it over the mound before falling.



Damon Bradshaw (11) and Jeff Stanton battled in the first heat and in the main. Bradshaw beat Stanton to finish third.

Jeff Matiasevich (7) heads for the first turn at the start of the main ahead of Ward (3), Bayle (8) and the rest of the pack.

"I knew when I stuffed him he'd be mad," said Cooper. "I should've paused just a bit, but he got next to me and we both gassed it."

"I didn't want to take him down," said Matiasevich. "I was just returning the favor and his front brake lever hooked me and we went down."

With Cooper and Matiasevich going down, Bayle was suddenly in second with five laps to go, but he was also nearly five seconds behind Ward. But Bayle was content to hold his position and didn't try to close the gap.

"The last few laps I was very happy," said Bayle. "I knew I would win (the title). They were the best laps of my life."

With Ward sailing home the uncontested winner on his Tom Morgan-tuned Kawasaki ahead of Bayle, Bradshaw kept the last few laps exciting as he moved in on Stanton, passed him only to be quickly repassed. After another brief exchange of third, Bradshaw finally took over the show position for good on lap 18. But he had no chance of catching Bayle.

"I wish the main would've been 25 laps," said Bradshaw. "I rode hard the whole race and still felt good at the finish."

Cooper tried to pass Stanton late in the race, but Stanton held him off to finish fourth a short distance ahead of the Oklahoman. Kiedrowski finished a distant sixth, well ahead of Fisher and LaRocco. Matiasevich salvaged ninth ahead of Kalos.

125cc Main

Jeff Emig, who finished second behind Steve Lamson in the first 125cc heat race, grabbed the holeshot at the start of the 125cc main and stayed there for the first half of the 15-lap race. He fought off a challenge from Lamson, who then dropped off the pace when he came up short on a double jump on the sixth lap and began to slide back to fourth.

Suzuki's Buddy Antunez was right there to take up the chase, but he nearly spun out exiting a turn a lap later and then dropped back to fifth on the same lap. That put Brian Swink, winner of

SUPERCROSS AMA Camel Supercross Series: Round 16

Brian Swink (42) and Jeff Emig exchanged the lead several times during a furious scrap in the 125cc main. Emig beat Swink to the finish line by two seconds.

Matiasevich (7) and Guy Cooper were fighting over second in the 250cc main until they tangled and both went down. Cooper finished fifth, Matiasevich ninth.

the second heat, into second, and he moved in and snatched the lead from Emig on lap eight.

Swink quickly opened a small lead, but just as quickly Emig was back on his tail. For the next two laps the two riders took turns passing each other in the turns.

"I wanted to win and he wanted to win," said Swink. "We just made a lot of block passes."

When Emig got ahead of Swink and his normal line over a triple jump carried him close to Swink in the air, Swink decided that was enough and let him go. Emig opened a two-second lead on his Steve Butler-prepared Yamaha that he held over Swink at the finish.

"That was the best race of my life," said Emig. The $2000 first-place prize of the $8200 125cc purse made it that much sweeter. "I've never passed back and forth like that. I owe it all to training with Bradshaw; I was able to dig down deep and perform."

While Emig and Swink captured all the attention up front, DGY's Jimmy Button had inconspicuously charged into third, passing Lamson on the ninth lap and then staying there to the finish. Lamson hung to finish fourth with Antunez completing the top five. **CN**

Results

125 HEAT 1: 1. Steve Lamson (Hon); 2. Jeff Emig (Yam); 3. Jimmy Gaddis (Suz); 4. Michael Craig (Kaw); 5. Jimmy Button (Yam); 6. Barry Carsten (Suz); 7. Kyle Lewis (Yam); 8. Jason Edwards (Kaw); 9. Jeff Glass (Hon); 10. Jason Krempin (Hon); 11. Stanley Chomer (Hon); 12. Whisper'n Smith; 13. Clifford Adoptante; 14. Chris Neal (Suz); 15. Terry Osborn (Suz); 16. Leslie Brandenburg (Yam); 17. Bryan Emig (Yam); 18. Tyson Vohland (Kaw).
Time: 6 minutes, 37.89 seconds

125 HEAT 2: 1. Brian Swink (Hon); 2. Mike Brown (Hon); 3. Chad Pederson (Yam); 4. Doug Henry (Yam); 5. Jason Langford (Yam); 6. Buddy Antunez (Suz); 7. Cliff Palmer (Suz); 8. Hank Moree (Hon); 9. Jeromy Buehl (Hon); 10. Chris Young (Suz); 11. Gene Swain (Suz); 12. Eric McLear (Yam); 13. Mark Morris (Hon); 14. David Owens (Yam); 15. Jason Young (Hon); 16. Kevin Maret (Hon); 17. Ray Crumb (Kaw); 18. Jimmy Wood (Suz).
Time: 6:46.15

125 LCQ: 1. Jason Young; 2. Gene Swain; 3. Jason Krempin; 4. Bryan Emig; 5. Chris Young; 6. Stanley Chomer; 7. Ray Crumb; 8. David Owens; 9. Mark Morris; 10. Clifford Adoptante; 11. Terry Osborn; 12. Kevin Maret; 13. Leslie Brandenburg; 14. Whisper'n Smith; 15. Jimmy Wood; 16. Eric McLear; 17. Chris Neal; 18. Tyson Vohland.
Time: 4:35.68

125 MAIN: 1. Jeff Emig (Yam); 2. Brian Swink (Hon); 3. Jimmy Button (Yam); 4. Steve Lamson (Hon); 5. Buddy Antunez (Suz); 6. Jeromy Buehl (Hon); 7. Michael Craig (Kaw); 8. Mike Brown (Hon); 9. Kyle Lewis (Yam); 10. Cliff Palmer (Suz); 11. Barry Carsten (Suz); 12. Jason Langford (Yam); 13. Chad Pederson (Yam); 14. Jason Edwards (Kaw); 15. Jimmy Gaddis (Suz); 16. Jason Krempin (Hon); 17. Bryan Emig (Yam); 18. Doug Henry (Yam); 19. Jeff Glass (Hon); 20. Jason Young (Hon); 21. Hank Moree (Hon); 22. Gene Swain (Suz).
Time: 17:44.64

125 EASTERN REGIONAL SUPERCROSS SERIES FINAL POINT STANDINGS: 1. Brian Swink (237); 2. Jeromy Buehl (201); 3. Doug Henry (166); 4. Tallon Vohland (155); 5. Mike Brown (150); 6. Barry Carsten (146); 7. Ryan Hughes (114); 8. Cliff Palmer (93); 9. Grayson Goodman (81); 10. Eric McLear (69).

125 WESTERN REGIONAL POINT STANDINGS: 1. Jeremy McGrath (167); 2. Steve Lamson (127); 3. Jeff Emig (126); 4. Michael Craig (114); 5. Jimmy Gaddis (92); 6. Tyson Vohland (85); 7. Jimmy Button (69); 8. Phil Lawrence (62); 9. Ray Crumb (58); 10. Kyle Lewis (56).

250 QUAL 1: 1. Mike Jones (Suz); 2. Gene Naumec (Kaw); 3. Chris Young (Suz); 4. Terry Tinney (Kaw); 5. Clay Hoenshell (Suz); 6. Clifford Adoptante (Hon); 7. Dave Shade (Kaw); 8. Mike Stahlman (Kaw); 9. Terry Osborn (Suz); 10. Mark Greenley (Yam); 11. Jonathan Grant (Kaw).

250 QUAL 2: 1. Shaun Kalos (Kaw); 2. Cliff Palmer (Suz); 3. Barry Carsten (Suz); 4. Dennis Hawthorne (Kaw); 5. David Owens (Yam); 6. Rich Taylor (Suz); 7. Stanley Chomer (Hon); 8. Matthew Crown (Suz); 9. Robert Clemer (Kaw); 10. Kent Eliff (Kaw); 11. Chris Smith (Suz); 12. Roger Ewing (Kaw); 13. Roger Camp (Suz).

250 CONSI: 1. Jason Young (Hon); 2. Gene Swain (Suz); 3. Ryan Dean (Suz); 4. Chris Smith; 5. Roger Camp; 6. Roger Ewing.

250 HEAT 1: 1. Damon Bradshaw (Yam); 2. Jeff Stanton (Hon); 3. Guy Cooper (Suz); 4. Jeff Matiasevich (Kaw); 5. Ron Tichenor (Suz); 6. Larry Ward (Suz); 7. Keith Johnson (KTM); 8. Gene Naumec; 9. Keith Bowen (Suz); 10. Mike Jones; 11. Terry Tinney; 12. Dave Shade; 13. Clay Hoenshell; 14. Ryan Dean; 15. Clifford Adoptante; 16. Terry Osborn; 17. Stanley Chomer; 18. Kent Elliff; 19. Mark Greenley; 20. Barry Carsten.
Time: 8:48.03

250 HEAT 2: 1. Jean-Michel Bayle (Hon); 2. Jeff Ward (Kaw); 3. Mike Kiedrowski (Kaw); 4. Denny Stephenson (Suz); 5. Doug Dubach (Yam); 6. Mike Fisher (KTM); 7. Mike LaRocco (Suz); 8. Todd DeHoop (Suz); 9. Shaun Kalos; 10. Mike Stahlman; 11. Dennis Hawthorne; 12. Rich Taylor; 13. Jason Young; 14. Fred Andrews (Suz); 15. Cliff Palmer; 16. Gene Swain; 17. Robert Clemer; 18. David Owens; 19. Matthew Crown; 20. Chris Young.
Time: 8:51.50

250 SEMI 1: 1. Larry Ward; 2. Ron Tichenor; 3. Keith Johnson; 4. Mike Jones; 5. Gene Naumec; 6. Barry Carsten; 7. Keith Bowen; 8. Terry Tinney; 9. Clay Hoenshell; 10. Stanley Chomer; 11. Ryan Dean; 12. Terry Osborn; 13. Clifford Adoptante; 14. Kent Elliff; 15. Dave Shade; 16. Mark Greenley.
Time 6:36.49

250 SEMI 2: 1. Doug Dubach; 2. Todd DeHoop; 3. Mike Fisher; 4. Mike LaRocco; 5. Shaun Kalos; 6. Dennis Hawthorne; 7. Rich Taylor; 8. Mike Stahlman; 9. Matthew Crown; 10. Robert Clemer; 11. David Owens; 12. Chris Young; 13. Jason Young; 14. Gene Swain; 15. Fred Andrews; 16. Cliff Palmer.
Time: 6:35.81

250 LCQ: 1. Dennis Hawthorne; 2. Keith Bowen; 3. Rich Taylor; 4. Terry Tinney; 5. Clay Hoenshell; 6. Stanley Chomer; 7. David Owens; 8. Terry Osborn; 9. Matthew Crown; 10. Ryan Dean; 11. Jason Young; 12. Clifford Adoptante; 13. Kent Elliff; 14. Gene Swain; 15. Dave Shade; 16. Robert Clemer; 17. Chris Young; 18. Mike Stahlman; 19. Barry Carsten; 20. Mark Greenley; 21. Cliff Palmer.
Time: 6:53.02

250 MAIN: 1. Jeff Ward (Kaw); 2. Jean-Michel Bayle (Hon); 3. Damon Bradshaw (Yam); 4. Jeff Stanton (Hon); 5. Guy Cooper (Suz); 6. Mike Kiedrowski (Kaw); 7. Mike Fisher (KTM); 8. Mike LaRocco (Suz); 9. Jeff Matiasevich (Kaw); 10. Shaun Kalos (Kaw); 11. Doug Dubach (Yam); 12. Denny Stephenson (Suz); 13. Larry Ward (Suz); 14. Ron Tichenor (Suz); 15. Todd DeHoop (Suz); 16. Gene Naumec (Kaw); 17. Mike Jones (Suz); 18. Dennis Hawthorne (Kaw); 20. Keith Johnson (KTM).
Time: 23:16.03

250 CAMEL SUPERCROSS SERIES POINT STANDINGS: 1. Jean-Michel Bayle (351)*; 2. Damon Bradshaw (276); 3. Jeff Stanton (270); 4. Mike Kiedrowski (262); 5. Jeff Ward (257); 6. Guy Cooper (205); 7. Jeff Matiasevich (197); 8. Mike LaRocco (191); 9. Mike Fisher (187); 10. Ron Tichenor (145); 11. Larry Ward (138); 12. Denny Stephenson (130); 13. Doug Dubach (94); 14. Keith Bowen (71); 15. Jeff Emig (57); 16. (TIE) Ray Sommo/Todd DeHoop (54); 18. (TIE) Rick Johnson/Keith Johnson/Mike Jones (47).
*clinched title

Bayle's title march

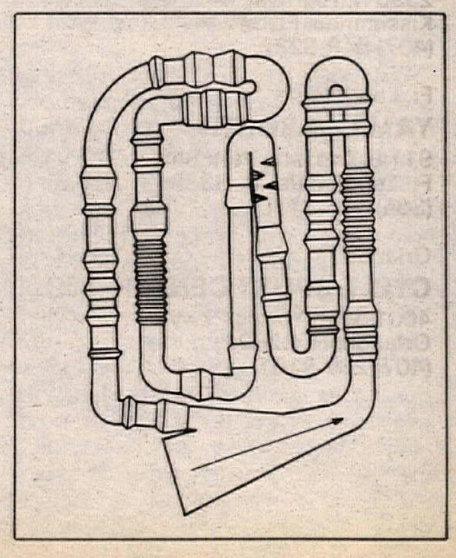
There's no question that newly crowned champ Jean-Michel Bayle is the dominant rider in the Camel Supercross Series. Although he clinched the title by finishing second at Oklahoma City, the 22-year-old from Manosque, France, has won seven series rounds this year, which ties him with two-time Camel Supercross Champion Rick Johnson for the most victories in a season. Johnson won seven of 10 rounds in 1988. Bayle, who now resides in Redondo Beach, California, still has two more chances to break the record — the June 15 San Jose round and the series' finale at the Los Angeles Coliseum on June 22.

How dominant has he been? Well, with seven wins Bayle has nearly twice as many victories as defending champ Jeff Stanton, who was sidelined for three events after he separated his shoulder at the halfway point in the series, and more than twice as many as Yamaha's Damon Bradshaw. Teammate Stanton has scored four wins this year and Bradshaw has three. Bayle, who won his first Camel Supercross midway through last year's series, is tied for sixth with David Bailey on the all-time supercross win list, each having 12 wins to their credit.

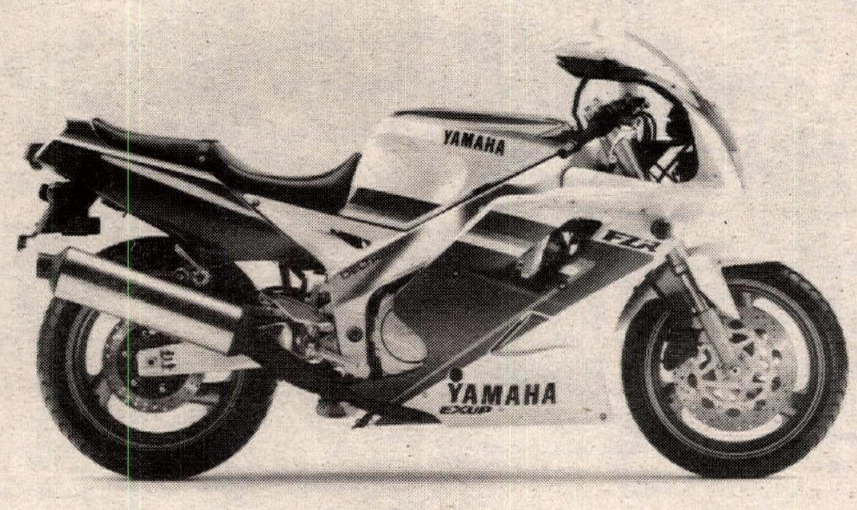
At the beginning of the year, Bayle said his goal was to win the championship by finishing on the rostrum at the end of each event. The Frenchman fell short of achieving that, missing a spot on the rostrum three times before clinching the title with a second-place finish in Oklahoma.

Bayle's race by race results in the 1991 Camel Supercross Series are charted below:

January 12	Orlando, FL	2nd
January 19	Houston, TX	1st
January 26	Anaheim, CA	5th
February 2	Seattle, WA	1st
February 9	San Diego, CA	1st
February 23	Atlanta, GA	2nd
March 9	Daytona, FL	3rd
March 16	Phoenix, AZ	1st
April 6	Tampa, FL	1st
April 13	Pontiac, MI	1st
April 14	Pontiac, MI	2nd
April 20	Charlotte, NC	1st
April 27	Dallas, TX	7th
May 4	Las Vegas, NV	3rd
May 18	Meadowlands, NJ	4th
June 8	Oklahoma City, OK	2nd

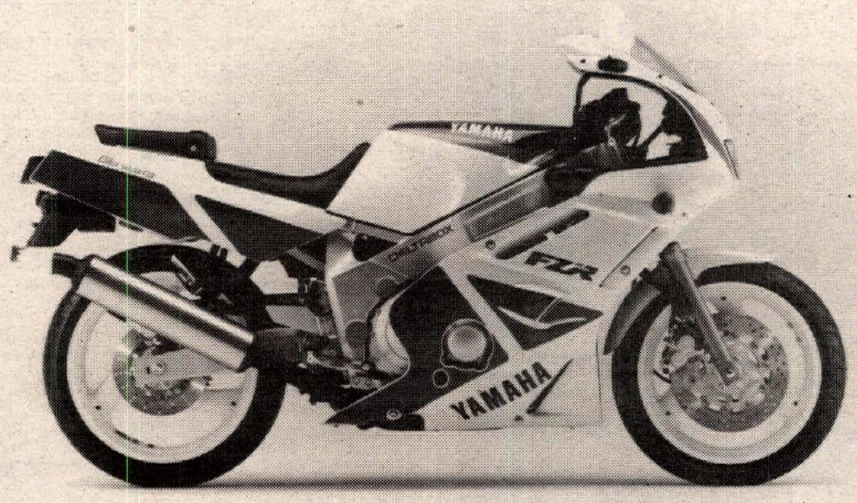


See The 1991 Yamaha Sportbikes At These Dealers



Yamaha FZR1000B

Yamaha is the sportbike leader. With high technology and dramatic styling we've created performance bikes like the FZR1000 which revolutionized the industry. Now we're pushing the sportbike envelope with more new technology and great new styling that's sure to set a new standard in sportbike performance.



Yamaha FZR600R

Yamaha's FZR600R is an unbeatable success story whichever way it's viewed. With a long list of innovative engineering ideas and time proven reliability the FZR600R has a hard-won reputation for mechanical superiority.

Yamaha FJ1200B

Yamaha invented the SuperSport class with a motorcycle that continues to dominate because of its timeless combination of style, speed and performance. The FJ1200 is a modern-day classic with a four-valve-per-cylinder transverse-four engine that delivers the power and tractability that more seasoned sport riders demand.

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YAMAHA
Go your own way.

DIRT TRACK AMA Grand National Championship/Camel Pro Series: Round 6

Scott Parker scored his 40th career win at the Louisville Half Mile, tying Jay Springsteen's all-time win record.

Parker led Steve Morehead (42), Ricky Graham (3) and Chris Carr (20) off the line.

Parker ties Springsteen with Louisville win

By Bert Shepard

LOUISVILLE, KY, JUNE 8

"Talk about 40! Talk about 40!," shouted Scott Parker, after scoring his 40th National win. "It's on to Lima and 41!"

Parker's third Louisville Half Mile win tied him for first on the all-time win list with the legendary Jay Springsteen. Although he is still active, Springsteen's most recent win came in 1985 at the Syracuse Mile. Parker's win on the Louisville Downs oval was his 12th on a half mile, and he is one win away from tying Steve Morehead for third on the all-time half mile win list. Springsteen holds the record with 19 wins, and Bart Markel is second with 18.

After finishing second to Harley-Davidson teammate Chris Carr in the last two visits to Louisville, Parker turned the tables and led Carr across the finish line by a slim margin. Carr started in fourth, and passed the veteran Morehead at the halfway point to score the runner-up position. Although Carr maintains the series point lead, Parker has closed the gap to two points, 91-to-89.

Although he failed to score points at the last two Nationals, Morehead's third place finish has moved him into fifth in the points chase with 38 points, behind Ronnie Jones who has 61 points, and Ricky Graham with 55.

Parker earned $5795 of the $38,000 purse, while Carr went home $3840 richer. Morehead earned $2880 for his third place finish.

Fifty-two riders took timed laps on the crushed limestone track, hoping to be among the 42 riders who would make up the field. George Roeder II was the fastest qualifier, rounding the track in 24.582 seconds at an average speed 73.224 mph. Although Roeder's time was the fastest of the day, it was well off the track record of 22.263/80.852, set by Steve Eklund in 1981. Posting the second fastest lap, 24.695/72.889, was two-time Grand National Champion Ricky Graham, just ahead of Rusty Rogers' 24.751/72.724. Parker turned in a 24.813/72.543 for fourth fastest, while Davey Durelle was fifth fastest with a 24.815/72.536. Carr clocked in at 24.838/72.469 to grab the final spot in the $17,500 Camel Challenge.

"My dad and Stevie (Morehead) told me how to ride turns one and two," said fast qualifier Roeder. "The lap felt good, so I took it."

Heats

Scott Stump was fastest off the line in the first of three 10-lap heat races, and he led Billy Herndon, Carr and Roeder through the first turn. Stump quickly dropped off the pace, and Herndon inherited the lead. Carr swooped past Stump and set after Herndon. On the fourth lap, Carr dove under the Texan as they entered turn three and took over the lead. Roeder was next to displace Herndon, as he muscled his way into second at the halfway point. Carr scored the win aboard his HOG/Arai/ITT/Supertrapp/Alpinestars/Yoko/Sunoco/Hap Jones-sponsored, Kenny Tolbert-tuned factory Harley-Davidson, by a comfortable margin over runner-up Roeder. Herndon held onto third place, and earned the last direct transfer to the final. Riders who finished fourth through ninth headed for one of two semi-finals.

"There wasn't much to get a hold of on the first few laps," said Carr. "But then I started picking up time going in and coming off of the turns."

"The track started to groove up," said Roeder. "And I had to come down (from the cushion to the groove)."

Springsteen got the jump on the second heat, but Graham stole the lead as they exited turn two. Once out front, the Eaken-Sponseller Racing/Arai/Hondaline/TX-10/LMF Enterprises/Matt's Mufflers/Yamaha of Salinas-backed rider proceeded to run and hide from the rest of the field. Springsteen cruised around the track in an unchallenged second position, while Canadian Steve Aseltine ran third and fought off the charges of Larry Pegram and Durelle. Graham scored an easy win, ahead of Springsteen and Aseltine.

"It was fun for the first few laps," mused Graham. "But then it was back to the groove, typical Louisville."

"I'm riding my back-up bike," said Springsteen. "I broke a valve spring in my number-one bike earlier in the day."

Parker sped off the line in the third heat, ahead of Morehead, Kevin Atherton and Rogers. Atherton took his HOG/ITT/Arai/Supertrapp-sponsored, Al Stangler-tuned factory Harley up high on the track, and proceeded to run down both Morehead and Parker within four laps. Once into the lead, Atherton pulled out to a commanding lead and scored the win over Parker and Morehead.

"I said to hell with the groove and stayed up there," said Atherton, who was riding with a badly swollen knee that he injured in a crash at the Springfield Mile. "I went to a local hospital to see if they could drain it or something, but they said to stay off it and get some crutches."

"We're having some problems going into the corners," said Parker. "We're working on it, though, . . . at least we're in the main."

"For the first few laps I didn't have any brakes!" said Morehead. "They finally pumped up, though."

Semis

Terry Poovey ripped off the line in the first of two 10-lap semi-finals that would advance the top three finishers to the main. Behind Poovey, Stump, Ronnie Jones and Dan Ingram argued over the runner-up spot. Jones won that battle, and set out after Poovey and on the fourth lap, Jones put his Garvis Honda/Missile Engineering/MC Stuff/Hondaline/TX-10/Arai/Hickman Racing/Renthal-backed Honda RS750 into the point position. Poovey maintained second, well ahead of Stump, Durelle and Ingram. The three riders swapped positions constantly, but it was Durelle who crossed the finish line in third, behind Jones and Poovey.

Michigan rider Greg Simms timed the start perfectly, and led Rogers, Pegram and Mike Hale around the half mile course. Simms had the track wired, and pulled away from the field aboard his Cummings H-D/Shoei/Motion Pro/Sprocket Specialties/Tex Peel/K&N/Mike Stauffer/Lee Schoom/New Tech/Proffer's-backed Harley. Behind the leader, Rogers rode

a lonely second ahead of Pegram, Hale and Brian Atherton. On the last lap, Rogers slid off the groove and nearly lost second to a hard-charging Pegram, but Rogers managed to hold on. Simms scored the win and qualified for his first-ever National final, ahead of Rogers and Pegram.

"This is awesome," said a happy Simms. "I didn't think I'd make a final this soon. I thought I'd make a mile final first. This is my first time on a big bike; we geared it for the cushion, but it really worked on the bottom."

Camel Challenge

Roeder had first pick of the starting spots, and chose to start near the outside. Graham was next, and set his Honda in the middle of the well-developed groove. Rogers occupied the inside pole, next to Graham, while Parker sat on Graham's right. Durelle chose to start between Parker and Roeder, while Carr sat on the outside pole for the five lap dash for cash.

At the wink of the light, Graham used the traction of the groove and left the other five riders behind. Rogers led Parker, Carr and Roeder in the chase for Graham. Parker and Carr forced their way past Rogers and set out after Graham, but to no avail. Graham scored the win in convincing fashion, ahead of Parker, Carr, Rogers, Roeder and Durelle.

"I can't believe Roeder didn't choose the groove," said Graham, who was presented with a $10,000 check for his effort. "This is my first time back at this track in three years. The last time I was here I was disqualified from the Challenge, so I think I deserved this one. We're back to the old style chassis and it works a lot better than the 'high boy' one we use on the miles."

National

Carr occupied the inside pole for the start of the 20-lap National, and was joined on the front row by Atherton, Graham, Springsteen, Roeder and Parker. Morehead, Aseltine, Herndon, Simms, Jones and Rogers made up row two, while Poovey, Pegram and Durelle sat on row three.

Parker was fastest at the flash of the green light, and led the field into turn one. Morehead made the most of his second row starting position and trailed Parker through turn one.

"I just held it wide open and it jumped up there," said Morehead.

Graham got away in third, ahead of Carr and Atherton. Atherton rode the cushion and dropped off the pace, as his knee injury prevented him from bending his leg. Springsteen ran sixth on the initial lap, with Jones, Herndon and Roeder in tow.

Morehead closed on Parker and began to pressure the defending Grand National Champion, while Carr broke free of Graham. On lap 10, the halfway mark, Carr closed on Morehead and snuck under the Findlay Flyer to take over second in turns three and four and set his sights on the leader.

Meanwhile, Jones worked on Graham for fourth, with Springsteen and Poovey in their wake. Graham slipped off the groove in turns one and two and handed fourth to Jones, who pounced at the opportunity to advance.

Up front, Carr closed the gap on Parker, but was never a serious threat and Parker scored the win ahead of his teammate, Morehead, and Jones.

"I was worrying about my own race," said Parker. "If someone was gonna pass me, they were gonna have to do it on the outside."

"I was trying to get below the groove to pass Scotty," said Carr. "But he didn't make any mistakes, and I didn't get any chances."

"I'm happy with third place," said Morehead. "But the darn thing was slipping time again. It just feels like it's tying up."

As Parker took to the track for his victory lap, the three-time Grand National Champion went high in the cushion and lost control. The over 10,000 spectators on hand went wild, as Parker picked up his machine and rode it back to the podium.

"I was going to go up in the loose stuff and cross it up," laughed Parker. "But there was no tire left and I lost it!"

With 11 races left in the 1991 season, it seems probable that Parker will add to his list of wins, and take sole possession of first on the all-time win list.

"I talked to Bart Markel (fifth on the all-time win list with 28), and we decided that we'll be happy as long as the title stays in the 'Michigan Mafia'," said Springsteen, who joined Parker in signing autographs after the winner's circle ceremonies.

"I tuned all of Jay's (wins) but four, and all of Scotty's but six," said tuner Bill Werner, who has prepared bikes for 70 of the 80 wins that Springsteen and Parker share. "I am really thankful for the rare opportunity to work for the two greatest guys in the sport, they're really awesome and they make me look like a hero. I'd really like to see the two trade the lead back and forth and up the ante. Jay still has the ability and very good equipment, it would really be fun!" CN

(Left to right) Morehead, Parker and Carr celebrate in the winner's circle.

Parker (1) beat Carr (20) by a wheel length at the finish of the 20-lap final.

Parker one win away

"If you had asked me three years ago, 'Hey Scotty, how 'bout beating Springer's record of 40 wins?' " said Scott Parker before the Louisville Half Mile National. "I would have laughed in your face and said, 'Yeah, right!' It's hard to believe that I'm in the position of doing just that."

Parker's third career win at Louisville has bumped his number of National wins to 40, and he is now tied with fellow three-time Grand National Champion Jay Springsteen for first on the all-time win list. Springsteen scored his 40th win in the 1985 Syracuse Mile. Like Springsteen, who is still active, Parker has scored all his Grand National Championship wins in dirt track races. Bubba Shobert is third on the all-time win list with a total of 38 victories, 33 of which came in dirt track races and five in road race events between 1982 and 1988. Kenny Roberts is fourth with 33 victories, logging 18 road race wins and 15 dirt track wins between 1972 and 1984. Bart Markel is fifth, having scored all 28 of his wins in dirt track events between 1960 and 1971.

A race by race breakdown of Parker's record-tying 40 wins follows:

July 29, 1979	25-lap Mile	DuQuoin, IL
August 25, 1979	25-lap Mile	Indianapolis, IN
August 1, 1980	20-lap Short Track	Hinsdale, IL
May 8, 1982	20-lap Half Mile	Gardena, CA
May 12, 1984	20-lap Half Mile	Gardena, CA
June 30, 1984	20-lap Half Mile	Lima, OH
February 8, 1985	20-lap TT	Houston, TX
August 25, 1985	25-lap Mile	Indianapolis, IN
September 29, 1985	25-lap Mile	Sacramento, CA
April 12, 1986	25-lap Mile	Sacramento, CA
May 31, 1986	20-lap Half Mile	Louisville, KY
May 24, 1987	25-lap Mile	Springfield, IL
May 30, 1987	20-lap Half Mile	Louisville, KY
June 27, 1987	20-lap Half Mile	Lima, OH
October 3, 1987	25-lap Mile	Sacramento, CA
July 3, 1988	20-lap Half Mile	Middletown, NY
August 28, 1988	25-lap Mile	Indianapolis, IN
September 4, 1988	25-lap Mile	Springfield, IL
September 24, 1988	20-lap Half Mile	Gardena, CA
October 8, 1988	25-lap Mile	Sacramento, CA
April 8, 1989	25-lap Mile	Sacramento, CA
May 21, 1989	25-lap Mile	San Jose, CA
July 1, 1989	20-lap Half Mile	Hagerstown, MD
July 16, 1989	25-lap Mile	Springfield, IL
July 23, 1989	25-lap Mile	DuQuoin, IL
August 6, 1989	25-lap Mile	Albuquerque, NM
August 26, 1989	25-lap Mile	Indianapolis, IN
September 3, 1989	25-lap Mile	Springfield, IL
October 1, 1989	25-lap Mile	San Jose, CA
October 7, 1989	25-lap Mile	Sacramento, CA
May 20, 1990	25-lap Mile	San Jose, CA
May 27, 1990	25-lap Mile	Springfield, IL
June 30, 1990	20-lap Half Mile	Lima, OH
August 25, 1990	25-lap Mile	Indianapolis, IN
September 2, 1990	25-lap Mile	Springfield, IL
September 16, 1990	25-lap Mile	San Jose, CA
October 6, 1990	25-lap Mile	Sacramento, CA
May 11, 1991	20-lap Half Mile	Pomona, CA
May 19, 1991	25-lap Mile	San Jose, CA
June 8, 1991	20-lap Half Mile	Louisville, KY

Results

TIME TRIALS: 1. George Roeder II (24.582); 2. Ricky Graham (24.695); 3. Rusty Rogers (24.751); 4. Scott Parker (24.813); 5. Davey Durelle (24.815); 6. Chris Carr (24.838); 7. Will Davis (24.859); 8. Steve Aseltine (24.940); 9. Steve Morehead (24.959); 10. Greg Simms (25.027); 11. Jay Springsteen (25.084); 12. Steve Beattie (25.155); 13. Billy Herndon (25.183); 14. Terry Poovey (25.333); 15. Darrin Erichsen (25.360); 16. Rodney Farris (25.378); 17. Mark Bruher (25.382); 18. Scott Stump (25.416); 19. (TIE) Dan Ingram/Larry Pegram (25.492); 21. (TIE) Gordon Schopieray/Ronnie Jones (25.512); 23. Brian Atherton (25.515); 24. Mike Hale (25.537); 25. Curt Rehmert (25.665); 26. Rex Fisher (25.678); 27. Kevin Atherton (25.701); 28. Ian Segedy (25.747); 29. Chance Darling (25.762); 30. Dave Camlin (25.769); 31. Kris Diser (25.779); 32. Tim Pest (25.855); 33. Aaron Hill (25.919); 34. David Lloyd (25.921); 35. Jimmy Hollister (25.934); 36. Keith Day (25.943); 37. Dan Krecht (25.947); 38. Craig Estelle (26.011); 39. Martin Lavoie (26.014); 40. Deven Pritchard (26.229); 41. Kelly Bowlby (26.231); 42. John Holmes (26.234).

HEAT 1: 1. Chris Carr; 2. George Roeder II; 3. Billy Herndon; 4. Scott Stump; 5. Mike Hale; 6. Will Davis; 7. Steve Beattie; 8. Dan Ingram; 9. Keith Day; 10. Dave Camlin.
Time: 4:16.073

HEAT 2: 1. Ricky Graham; 2. Jay Springsteen; 3. Steve Aseltine; 4. Larry Pegram; 5. Dave Durelle; 6. Brian Atherton; 7. Terry Poovey; 8. Chance Darling; 9. Craig Estelle; 10. Jimmy Hollister.
Time: 4:09.451

HEAT 3: 1. Kevin Atherton; 2. Scott Parker; 3. Steve Morehead; 4. Ronnie Jones; 5. Rusty Rogers; 6. Rodney Farris; 7. Greg Sims; 8. Gordon Schopieray; 9. Martin Lavoie; 10. Darrin Erichsen.
Time: 4:06.395

SEMI 1: 1. Ronnie Jones; 2. Terry Poovey; 3. Dave Durelle; 4. Scott Stump; 5. Dan Ingram; 6. Rodney Farris; 7. Darrin Ericksen; 8. Gordon Schopieray; 9. Will Davis; 10. Craig Estelle.
Time: 4:05.668

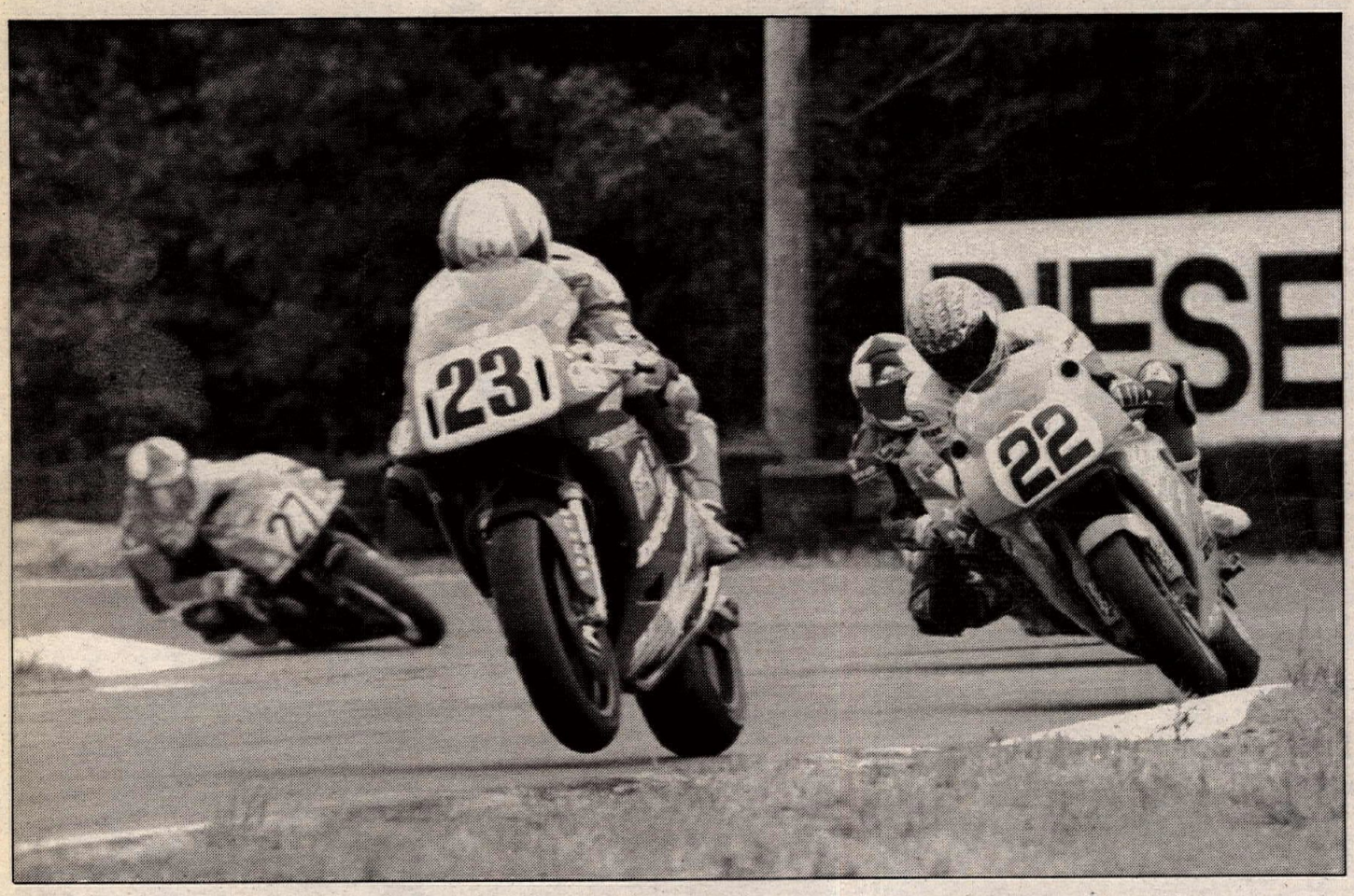
SEMI 2: 1. Greg Sims; 2. Rusty Rogers; 3. Jerry Pegram; 4. Mike Hale; 5. Keith Day; 6. Brian Atherton; 7. Curt Rehmert; 8. Mark Gruber; 9. Steve Beattie; 10. Ian Segedy.
Time: 4:02.339

CAMEL CHALLENGE: 1. Ricky Graham (Hon); 2. Scott Parker (H-D); 3. Chris Carr (H-D); 4. Rusty Rogers (Hon); 5. George Roeder II (H-D); 6. Dave Durelle (H-D).
Time: 2:02.512

NATIONAL: 1. Scott Parker; 2. Chris Carr; 3. Steve Morehead; 4. Ronnie Jones; 5. Jay Springsteen; 6. Terry Poovey; 7. Billy Herndon; 8. Ricky Graham; 9. Rusty Rogers; 10. Dave Durelle; 11. Larry Pegram; 12. Kevin Atherton; 13. George Roeder II; 14. Steve Aseltine; 15. Greg Sims.
Time 7:59.865

AMA CAMEL PRO SERIES POINT STANDINGS: 1. Chris Carr (91); 2. Scott Parker (89); 3. Ronnie Jones (61); 4. Ricky Graham (55); 5. Steve Morehead (48); 6. (TIE) Jay Springsteen/Kevin Atherton (45); 8. Dave Durelle (31); 9. (TIE) Rodney Farris/Will Davis (30); 11. Terry Poovey (27); 12. Larry Pegram (26); 13. Billy Herndon (25); 14. Keith Day (21); 15. Rusty Rogers (15).

ROAD RACE World Championship Superbike Series: Round 4



Doug Polen (23) leads Scott Russell (22), Baldassarre Monti and Fred Merkel on the opening lap of the second leg.

Polen continues with the hot hand at Brainerd

By Bruce Newton
Photos by Paul Carruthers and Johan Vandeckerckove

BRAINERD, MN, JUNE 9

When Raymond Roche won eight of the first 18 races in last year's Diesel Jeans World Superbike Championship Series, we thought he was hot. This year, Doug Polen is five for eight and has won every race he's finished. What does that make him? Untouchable.

Polen was just that at Brainerd International Raceway, leading the first 20-lapper from go to whoa and then coming out on top in race two after it was twice stopped because of crashes.

As is becoming usual, Polen and the Fast By Ferracci Ducati were in control while those around him struck problems, or in the case of Roche and Terry Rymer, didn't even make it to the start line (see sidebar).

Polen led an American double in front of an estimated 20,000 road race enthusiasts, with Scott Russell doing a superb job on the Muzzy Kawasaki to take two seconds while Total Ducati-mounted Belgian Stephane Mertens was twice third, continuing his record of finishing on the rostrum in each of the three Brainerd rounds of the championship.

Race one

As far as the race for the lead went, it was all over the moment the light went green, with Polen launching into a lead he was never to lose. Pirovano was momentarily second, but a big slide out of one dropped him way back, leaving Russell to slot in behind the Texan, a position he safely defended to the checkered flag.

"This time I decided I was going to run hard right through the race and see where that left me," explained Polen. "It wasn't easy. I rode hard from the start, but I won by a comfortable margin and that did make it a lot easier."

Polen's only real drama had come early in the race when the wind blew him off the track between turns one and two, but he negotiated his return with aplomb, still pulling half a second a lap on Russell and one second a lap on the rest.

After Rymer's tire failure on Saturday, Polen and Dunlop had been forced into a rethink about tire choice, but that worked out well enough for him to break the lap record with a 1:40.87-second best around the 2.996-mile road course. Mertens set the second fastest time, some .8-of-a-second slower.

Polen got away slowly, a slipping clutch letting him down, and he was seventh at the end of lap one behind the battling foursome of Giancarlo Falappa, Baldassarre Monti, Rob Phillis and Fred Merkel.

Mertens moved up to head this group by the end of lap three, with Fabrizio Pirovano also coming through, while Monti and Falappa dropped back, but already Polen was three seconds ahead of Russell, who in turn had a four-second break.

"I saw that the gap was already too big," Mertens said. "I was also having a lot of trouble keeping Phillis and Pirovano behind me, but I managed to make a gap in the last couple of laps."

Mertens steals the pole from Polen

Two accidents dominated qualifying day. The first in session one claimed World Champion Raymond Roche, the second Terry Rymer. Their injuries were not severe, but enough to put them out for the weekend and cast some gloom over a meeting which everyone normally enjoys.

As far as the results sheet went, though, the situation was seemingly normal when the international superbike riders made their belated appearance on North American soil at Brainerd.

Once again, Ducatis ruled the roost but this time it was Stephane Mertens (right), rather than Doug Polen, taking the number one position.

The Total Ducati rider had languished back in eighth after the first session but as usual gradually developed the bike and improved his times. At the end of the second final session he slotted a Pirelli qualifier in and snatched the pole from Polen, by a mere .025-of-a-second.

"I didn't try to get pole position, it's not very important to me," explained Mertens. He was encouraged by his race tire testing which had seen him post consistent one-minute, 42-second lap times and he was looking forward to the contest: "I have always been as fast as Polen, but I have had problems, maybe now we see."

Polen had set the time which saw him on top of session one, also with a soft Dunlop, but come time to put another one on in the second session it was found that it had been mounted on the wrong wheel. Polen's fastest time remained his first session's one.

Merkel was less than half-a-second behind after a heroic effort on the Rumi/RCM Honda, squeezing all he could out of what had been a recalcitrant mount most of the weekend.

He missed most of Friday's opening session because of a never-traced electrical problem which dropped it onto two cylinders. A change of engines, planned anyway to try some cylinder head modifications, and electrical system saw him complete the afternoon session.

Saturday morning the bike went onto a mobile dyno to try and re-jet it for more mid-range horsepower. He was third in both sessions, frying the clutch at the end of the second one after trying a few starts.

"Were going as fast as we possibly can go," admitted Merkel, "although I might have a little more speed in me, but we're pretty tapped out now."

Scott Russell led the local heroes, the Muzzy Kawasaki pilot still using settings he ran at the TransAtlantic Match Races and happy with the bike, if not himself: "I need to be more aggressive on the brakes, I'm whimping out. I know the Ducatis are going to out-brake me because of their lighter weight but I can get more out of myself."

Russell's week had not started well, the specially-built top-speed motor lunching within half-a-lap of the start of Thursday's short press day session. For the rest of the weekend the Georgian put up with a motor made out of the remains of that and one strong on low and mid-range built up for the upcoming AMA National in Loudon.

The factory Team Kawasaki ZXR750R of Rob Phillis rounded out the front row, running out of gas as he slipped in behind Mertens for a tow to the line on what he felt sure would be his fast lap. In the morning he'd also had a fuel line come adrift and he'd lost time fixing that.

Jamie James led Pirovano, Falappa and Rymer on row two, the Vance & Hines rider determined to show Ducati what they missed out on by not signing him up again this year: "It's not a big deal," he said. "It's not like I'm bitter, I'm not. I just want to be respected as a good rider." He set the time despite fork chatter which restricted him in slow corners.

As usual, the further down the list you went the more problems appeared. Monti suffered severe mid-range carburetion dramas and popped yet another head gasket, Thomas Stevens had to change engines overnight Friday in search of more power and only found more carburetion woes with the mandatory move from 40mm flat-slides to standard CVs, Honda Canada's Rueben McMurter did-in an engine Friday, Tom Kipp's fast engine proved to be the opposite, Jeff De Vries crashed in his very first session at the circuit and also blew a head gasket, and Honda Britain's Carl Fogarty and Niall Mackenzie were cursing RC30s which didn't go, didn't stop and didn't handle. Spaniard Mella had a front-end crash and could qualify only 22nd.

Not before Phillis had two long runs in third, but the Australian was never able to shake off the pursuing trio. He managed to keep out Pirovano for fourth while Merkel hung on but could do nothing about getting to the front of the group as the weather got hotter and the V-four's temperature climbed.

A tiring Falappa, hampered by injury and a fading rear tire, managed to just beat home Monti, while Russell's French-Canadian teammate Jacques Guenette Jr. took a creditable ninth from a slow-starting De Vries.

Vance & Hines' Jamie James, who had been running eighth, and Tom Kipp were both claimed by turn 10 crashes while James' teammate Thomas Stevens went in and out of the pits trying to resolve his persistent carburetion problems. Kipp would be back for race two but Vance & Hines had had enough and started packing up for the trip to the AMA National at Loudon.

"We don't want to just do okay," said Team Manager Steve Johnson. "We do this to be excellent and we just can't be competitive with world superbike level of equipment. The carbs are a big handicap for us, we're losing 10 horsepower."

Race two

Not one but two red flags were hung out in this race, the first after backmarker John Hopperstad sent the hay bales flying and some photographers ducking at turn nine when he decked his Yamaha, the second time after Falappa had a harmless fall at turn 10 and the red was produced again somewhat hastily.

The race was restarted from the 10-lap mark when the order across the line had been Russell, Mertens and Polen with hardly any time between them.

That meant a 10-lap sprint to decide things. Unfortunately for the Belgian — and Merkel and Monti for that matter — Pirelli had run out of the preferred rear and he kept the same tire while both Russell and Polen put on fresh Dunlops.

Add that to more clutch problems and it became a two-bike race. Then, after six laps, the Texan decided it was time to go, and he pulled away for the accumulated victory.

"The stop seemed to work to my disadvantage," said Russell. "In the first leg I was more in the groove."

Polen, for his part, didn't accept the stoppage as necessary: "When you come around and see nothing on the track or in the impact zone, then obviously that's a mistake."

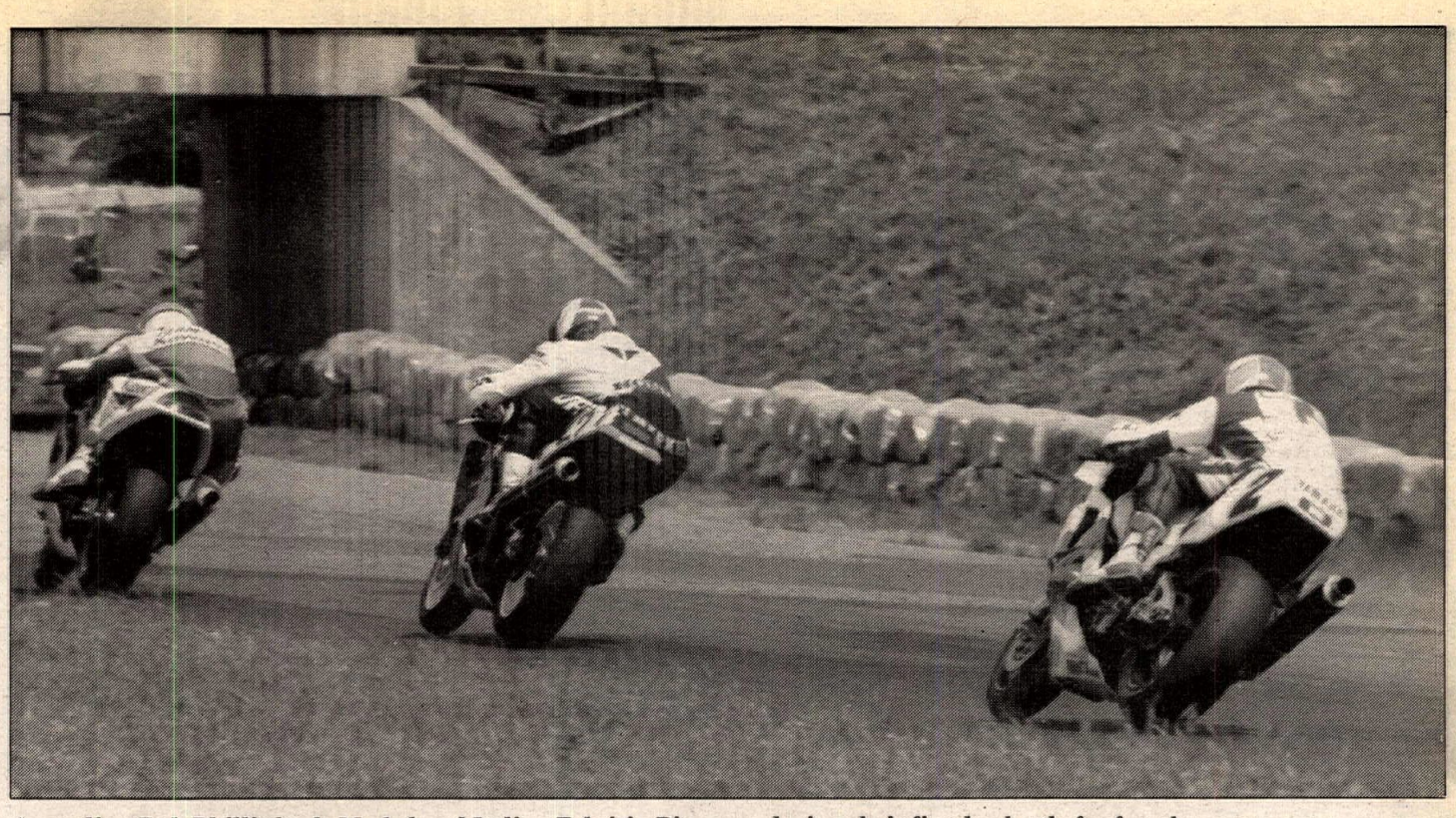
Russell was second, while Mertens could only manage fifth but was still third overall, ahead of the hard-trying Merkel and Phillis.

The latter had actually put in a stirring charge from ninth to nearly catch the Muzzy Kawasaki, but had to settle for third which became fifth. The Australian had been slow in the first part because of traction problems, but a rushed change of tire during the stoppage put him back on the pace.

Others benefitted from the red flag also. Pirovano had suffered from a slipping clutch through the first half, but a plate change on the line got him back up near the front. Juan-Lopez Mella was another fortunate one, an oil seal had failed and he was headed for a sure crash if the race hadn't been stopped.

Falappa was uninjured in the crash, which was caused by yet another stretched chain jumping off the rear sprocket. Team Manager Marco Lucchinelli believes the problem is being caused by a new design cush drive which is allowing the sprocket to slip.

So for Ducati a weekend of mixed fortune, but for Polen on home soil, a complete and utter triumph. He now leads Phillis in the championship chase by 31 points. CN



Australian Rob Phillis leads Merkel and Italian Fabrizio Pirovano during their first leg battle for fourth.

Results

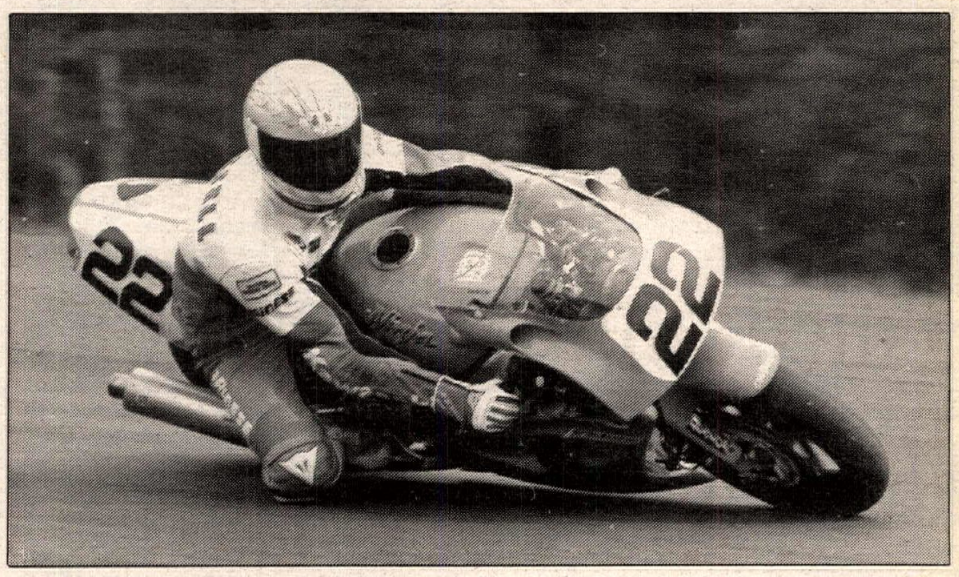
QUALIFYING: 1. Stephane Mertens (1:41.574); 2. Doug Polen (1:41.597); 3. Fred Merkel (1:42.016); 4. Scott Russell (1:42.202); 5. Rob Phillis (1:42.553); 6. Jamie James (1:42.846); 7. Fabrizio Pirovano (1:42.872); 8. Giancarlo Falappa (1:42.940); 9. Terry Rymer (1:43.183); 10. Baldassarre Monti (1:43.286); 11. Thomas Stevens (1:43.685); 12. Raymond Roche (1:44.064); 13. Tom Kipp (1:44.388); 14. Rueben McMurter (1:44.935); 15. Jacques Guenette (1:45.143); 16. Jeffry Vries (1:45.346); 17. Bruno Bonhuil (1:45.350); 18. Jimmy Adamo (1:45.370); 19. Carl Fogarty (1:45.469); 20. Jean-Yves Mounier (1:45.541); 21. Niall Mackenzie (1:45.733); 22. Juan-Lopez Mella (1:46.200); 23. Mike Harth (1:46.755); 24. Christophe Guyot (1:47.238); 25. Britt Turkington (1:48.643); 26. John Hopperstad (1:48.852); 27. Adriano Narducci (1:48.868); 28. Rick Kirk (1:48.971); 29. Bob Sandy (1:49.244); 30. Ray Yoder (1:50.107); 31. Todd Strang (1:50.138); 32. Christian Gardner (1:50.331); 33. Bobby Franklin (1:57.290).

RACE 1: 1. Doug Polen (Duc); 2. Scott Russell (Kaw); 3. Stephane Mertens (Duc); 4. Rob Phillis (Kaw); 5. Fabrizio Pirovano (Yam); 6. Fred Merkel (Hon); 7. Giancarlo Falappa (Duc); 8. Baldassarre Monti (Hon); 9. Jacques Guenette (Kaw); 10. Jeffry de Vries (Yam); 11. Carl Fogarty (Hon); 12. Reuben McMurter (Hon); 13. Jean-Yves Mounier (Yam); 14. Juan-Lopez Mella (Hon); 15. Niall Mackenzie (Hon); 16. Bruno Bonhuil (Yam); 17. Christophe Guyot (Hon); 18. John Hopperstad (Yam); 19. Christian Gardner (Yam); 20. Britt Turkington (Suz); 21. Ray Yoder, Jr. (Suz); 22. Bob Sandy (Kaw); 23. Adriano Narducci (Duc); 24. Jimmy Adamo (Duc); 25. Tom Kipp (Yam); 26. Todd Strang (Yam); 27. Rick Kirk (Hon); 28. Thomas Stevens (Yam); 29. Jamie James (Yam); 30. Mike Harth (Yam).

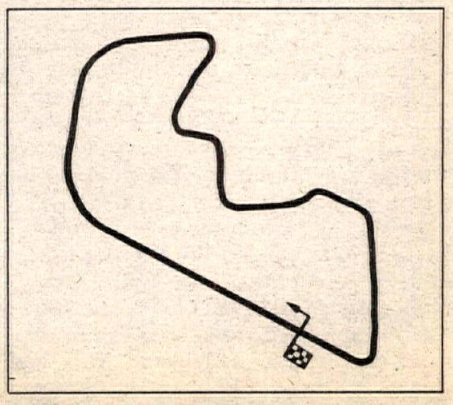
RACE 2: 1. Doug Polen (Duc); 2. Scott Russell (Kaw); 3. Stephane Mertens (Duc); 4. Fred Merkel (Hon); 5. Rob Phillis (Kaw); 6. Fabrizio Pirovano (Yam); 7. Baldassarre Monti (Hon); 8. Jacques Guenette (Kaw); 9. Yves Mounier (Yam); 10. Jeffry de Vries (Yam); 11. Carl Fogarty (Hon); 12. Brian Bonhuil (Yam); 13. Britt Turkington (Suz); 14. Niall Mackenzie (Hon); 15. Adriano Narduchi (Duc); 16. Reuben McMurter (Hon); 17. Bob Sandy (Kaw); 18. Christian Gardner (Yam); 19. Todd Strang (Yam); 20. Giancarlo Falappa (Duc); 21. Christophe Guyot (Hon); 22. Jimmy Adamo (Duc); 23. Mike Harth (Yam); 24. Tom Kipp (Yam).

WORLD C'SHIP SUPERBIKE POINT STANDINGS: 1. Doug Polen (100); 2. Rob Phillis (69); 3. Stephane Mertens (67); 4. Fabrizio Pirovano (66); 5. Juan-Lopez Mella (40); 6. Terry Rymer (39); 7. Scott Russell (34); 8. (TIE) Raymond Roche/Carl Fogarty (32); 10. (TIE) Linnley Clarke/Yves Brisson (30); 12. Baldassarre Monti (27); 13. (TIE) Danial Amatrian/Steve Crevier/Jeffry de Vries (26); 16. Fred Merkel (23); 17. Rob McElnea (22); 18. Niall Mackenzie (21); 19. (TIE) Brian Morrison/Pascal Picotte/Tom Kipp/Pilon (20).

Scott Russell was impressive at Brainerd, finishing second to Polen in both legs.



Polen and Russell stand for the playing of the national anthem.



Roche, Rymer crash out in qualifying

World Champion Raymond Roche and British Loctite Yamaha rider Terry Rymer were both eliminated from racing at Brainerd after they crashed during qualifying.

Roche broke the big toe on his left foot in the first qualifying session, high-siding coming out of turn six.

Immediately after the crash, which he blamed on tires still being cold despite completing several laps, he attempted to ride his other Ducati 888 but found gear-shifting too painful.

He was taken to St. Joseph's Hospital by series physician Dr. Massimo Corbascio for X-rays. Dr Corbascio later said Roche would need a month to recover from the injury but was a possibility to start the Austrian round on June 30. Roche flew home Sunday morning.

This is Roche's second qualifying crash of the year. The Frenchman also went down at Donington trying to match Doug Polen's times in the final session and broke a bone in his thumb.

Roche had been testing a new Michelin rear tire at the time of the accident. He had been highly competitive up to that point, setting fastest lap of the day Friday with a one-minute, 47.792-second lap.

Rymer's was potentially the more dangerous of the two crashes, the rear Dunlop tire deflating and locking the rear wheel as he accelerated out of the top gear turn one. The bike was wrecked and Rymer pummelled, suffering a separated collarbone, ligament damage and bruises.

The Yamaha OW01 was wrecked in the incident and Vance & Hines generously loaned the Loctite team a frame to use if Rymer elected to race. He didn't.

ROAD RACE AMA/CCS 600 and 750cc Supersport Series: Round 2

Farmer wins, DuHamel DQ'd at Brainerd

By Paul Carruthers

BRAINERD, MN, JUNE 9

Commonwealth Honda's Miguel DuHamel won on the race track, but lost in post-race tech inspection, giving the victory to Two Brothers Racing's Jeff Farmer in a race spoiled by controversy at Brainerd International Raceway.

DuHamel was found guilty of running a non-homologated HRC-built header pipe on his Honda CBR600's Vance & Hines exhaust system, and he was consequently stripped of his win. Thus, Farmer came away from Brainerd with the victory, his first of the season after crashing out of the first round of the series in Daytona.

Second place went to Atlantic Motorsports Group's Tom Kipp with Vance & Hines' Jamie James breaking up the Honda CBR600 F2 domination by squeezing his Yamaha FZR600 into third place. James' teammate Larry Schwarzbach and impressive newcomer Takanobu Koyama, on the second Two Brothers Racing Honda, rounded out the top five finishers.

But the race on the track really belonged to DuHamel. The French Canadian won the fastest of the two five-lap heat races on Saturday, and then went out and won Sunday's main event by over two seconds. It was all for naught, however, when close inspection of the exhaust header pipe revealed that it was not the standard issue Vance & Hines system.

"We're pissed," Two Brothers Racing's Kevin Erion said after the race when it was initially reported that the AMA/CCS would only levy a fine against DuHamel. "They got caught cheating. A fine to the fat man doesn't mean (expletive deleted). We were told to take those (the header pipe) off before Daytona and we took them off. They were cheating and they're going to buy their way out of it. It's a clear performance advantage; it might as well have oval pistons. It's not just a weight issue. They're factory pipes made in Japan."

Commonwealth Honda's Ray Plumb said that the AMA/CCS's Roger Edmonston told him at Daytona that the pipe could be used as long as it carried the Vance & Hines emblem. The entire issue is sure to be resolved at an appeals hearing.

The disqualification of DuHamel stopped the Canadian's perfect win record, and also dropped him to a tie with Farmer for third in the championship. James takes over the championship lead with 32 points to Kipp's 30. DuHamel and Farmer are tied with 20 points apiece.

The first heat race of the weekend saw Farmer leading Kipp and DuHamel initially, with Kipp taking a turn at leading in the middle stages of the five-lap race. In the end, though, it was DuHamel earning the win over Kipp and Farmer. Koyama was fourth after getting the best of a duel with fellow Top Expert rider Tripp Nobles.

James and Commonwealth Honda's Rich Arnaiz battled for the top spot in the second heat race with James eventually getting the best of the 1990 European Superbike Champion in the final two laps. Schwarzbach finished third, followed by Atlantic Motorsports Group's Michael Barnes, on a Honda CRB600, and Yamaha-mounted James Leslie.

The final was set to be a thriller with at least six riders capable of running up front. It didn't disappoint, as Farmer led a freight train of DuHamel, James, Kipp, Arnaiz, and Schwarzbach through the first lap on the 10-turn, 2.986-mile circuit set in Minnesota's lake country.

DuHamel took over the lead on the second go-around and except for an off-the-track incident on the third lap, had an uneventful race.

"I went off the track on the outside of one and Jeff (Farmer) was on the outside," DuHamel said later. "I didn't know he was there, but I had no choice."

The rest stayed with DuHamel until the sixth lap when the Daytona 200 winner started to open up a lead. At the completion of the 12-lap race he was almost three seconds ahead.

The strife over second place came down to Farmer vs. Arnaiz, but ended a lap prematurely when the front brake locked on Arnaiz' Honda and sent him to the pavement in turn three. Farmer cruised in for second with Kipp doing likewise in third. James was also alone in fourth after running with the lead group early.

The battle for fifth saw Koyama fight back after running off the track in turn one on the first lap to reel-in Schwarzbach. The Texan, however, used his edge in experience to hold off the newcomer on the final lap. Koyama, though, was rewarded for his efforts by finishing as the Top Expert, a catagory for CCS-licensed experts and first-year AMA professionals. CN

Results

HEAT 1: 1. Miguel DuHamel (Hon); 2. Tom Kipp (Hon); 3. Jeff Farmer (Hon); 4. Takanobu Koyama (Hon); 5. Tripp Nobles (Hon); 6. Mike Moores (Hon); 7. Yves Brisson (Hon); 8. Reuben McMurter (Hon); 9. Titian Bue (Hon); 10. Kevin Rentzell (Yam); 11. Roger Lundsten (Yam): 12. Franklin Knight (Hon); 13. Ted Strejtz (Yam); 14. Gary Lenzmeier (Yam); 15. John Stanley (Hon); 16. Pete Schow (Yam); 17. Craig Gleason (Yam); 18. Greg Hutcheson (Yam); 19. Doug Carmichael (Hon); 20. Jordan Brown (Yam); 21. William White (Yam); 22. Frank Hampel (Yam); 23. Trevor Unger (Hon).

HEAT 2: 1. Jamie James (Yam); 2. Rich Arnaiz (Hon); 3. Larry Schwarzbach (Yam); 4. Michael Barnes (Hon); 5. James Leslie (Yam); 6. Taizo Hatakeyama (Hon); 7. Scott Zampach (Hon); 8. John Jacob (Yam); 9. Joseph Prussiano (Hon); 10. John Choate (Yam); 11. Casey Bearman (Yam); 12. Danny Roberts (Yam); 13. Scott Ruehle (Yam); 14. Roy Nicolson (Hon); 15. Jim Sabin (Hon); 16. Darin Chic (Hon); 16. Michael Myers (Hon); 17. Lee Pounders (Hon); 18. Mark Stiles (Yam); 19. Kevin Slezewski (Yam); 20. David Doe (Yam); 21. Robert Delie (Yam); 22. Thomas Dinardo (Yam).

600cc SS FINAL: 1. Jeff Farmer (Hon); 2. Tom Kipp (Hon); 3. Jamie James (Yam); 4. Larry Schwarzbach (Yam); 5. Takanobu Koyama (Hon); 6. Mike Moores (Hon); 7. Scott Zampach (Hon); 8. Tripp Nobles (Hon); 9. Michael Barnes (Hon); 10. Yves Brisson (Hon); 11. James Leslie (Yam); 12. Reuben McMurter (Hon); 13. John Jacob (Yam); 14. Titian Bue (Hon); 15. Scott Ruehle (Yam); 16. Danny Roberts (Yam); 17. Roger Lundsten (Yam); 18. Gary Lenzmeier (Yam); 19. John Choate (Yam); 20. Darin Chic (Hon); 21. Doug Carmichael (Hon); 22. Lee Pounders (Hon); 23. Roy Nicholson (Hon); 24. Kevin Slezewski (Yam); 25. Michael Myers (Hon); 26. Pete Schow (Yam); 27. Taizo Hatakeyama (Hon); 28. Mark Stiles (Yam); 29. Greg Hutcheson (Yam); 30. Jordan Brown (Yam); 31. Richard Arnaiz (Hon); 32. Franklin Knight (Hon); 33. Jim Sabin (Hon); 34. Kevin Rentzell (Yam); 35. Ted Streitz (Yam); 36. Joseph Prussiano (Hon).

Time: 21 min., 537 sec.
Distance: 12 laps, 36 miles.
Average Speed: n/a.

600cc SUPERSPORT SERIES POINT STANDINGS: 1. Jamie James (32); 2. Tom Kipp (30); 3. (TIE) Miguel DuHamel/Jeff Farmer (20); 5. (TIE) Michael Barnes/Scott Zampach (18); 7. (TIE) David Sadowski/Tripp Nobles (15); 9. (TIE) Reuben McMurter/Yves Brisson (14).

Back row start can't stop Russell

BRAINERD, MN, JUNE 9

If Scott Russell were a race horse, they'd fill his saddlebags with lead and appoint Roseanne Barr as his jockey.

But with the way Russell and his Muzzy Kawasaki ZXR-7 galloped around the 2.976-mile Brainerd International Speedway, it just wouldn't matter. The Georgian started from the back row of the grid, yet still went on to win his second straight 750cc Supersport race in the red-flag interrupted race. And this was after a rather miserable start to his weekend. First, Russell crashed one of his two 750cc Supersport bikes, and then blew the second one up during practice on Saturday morning.

Thanks to an all-nighter by his crew — Gary Medley, Billy Oliver and Larry Kano, the Kawasaki was put back together again and Russell charged through to beat teammate Jacques Guenette, Jr. Top Expert Tripp Nobles rode his Suzuki GSXR750 to a third place finish ahead of Bob Sandy's Kawasaki and the GSXR750 of Britt Turkington. Two Brothers Racing's Jeff Farmer was impressive in putting his Honda CBR600 F2 into sixth place.

Russell extended his points lead to eight points over Guenette, 40-32, after two rounds with Turkington third at 28 and Nobles fourth with 26.

With Russell out of action, the first heat race was dominated by Farmer — on a 600. The Floridian took over when Mike Moores crashed his 600 in turn 10 on the second lap, and went on to beat Jason Pridmore and his Suzuki GSXR750 by 7.241 seconds. Third place went to GSXR750-mounted Dean Mizdal.

The second heat race saw a battle between Turkington, Nobles and Bue, with Turkington taking the win by just.373-of-a-second over Nobles. Turkington's five-lap heat race was some three seconds quicker than Farmer's.

The final was no sooner started than it was stopped. Nebraskan David Rosno crashed at the drop of the flag on the start line when he tangled with another rider. The resulting debris caused a restart, which was led by Turkington with Nobles in hot pursuit.

After two laps Russell was 10th. A lap later he was seventh, then fifth, then fourth, then second — and another red flag. Bue crashed hard on the exit of turn 10, stopping the race for the second time as Russell had moved through the field to move in behind his teammate Guenette.

Most of the top riders used the race stoppage to fit new rear tires to their motorcycles.

The second restart saw Turkington again getting the jump on the field. By the second lap, or the eighth overall, Guenette was again leading with Russell in his slipstream. The Georgian moved past the Canadian a lap later and cruised in for the win.

Guenette, meanwhile, held on for second place with Nobles shaking off Turkington, who soon fell prey to Sandy.

Nobles' effort earned him the Top Expert ranking: "Last year we couldn't even see 'em," the Georgian told the estimated 20,000 spectators. "This year we could see 'em."

"It was a tough race," Russell said. "It was hard to get through all those riders. And then I didn't know if they'd call it after the red flag. In one and two, you just have to hammer it — that's where you make time." CN

Results

HEAT 1: 1. Jeff Farmer (Hon); 2. Jason Pridmore (Suz); 3. Dean Mizdal (Suz); 4. James Shaefer (Suz); 5. Jacques Guenette (Kaw); 6. Joseph Prussiano (Hon); 7. John Jacob (Yam); 8. Franklin Knight (Hon); 9. Bob Sandy (Kaw); 10. Roger Lundsten (Yam); 11. John Erdrich (Kaw); 12. Robert Wright (Suz); 13. Roger Hendricks (Suz); 14. Doug Carlson (Kaw); 15. David Gross (Suz); 16. Mark Erickson (Suz); 17. Darin Chic (Hon); 18. Noel Kalinoski (Suz); 19. Mike Moores (Hon).

HEAT 2: 1. Britt Turkington (Suz); 2. Tripp Nobles (Suz); 3. Titian Bue (Suz); 4. Ray Yoder, Jr. (Suz); 5. Michael Ruehle (Kaw); 6. Owen Weichel (Suz); 7. Glenn Barry (Suz); 8. Michael Barnes (Yam); 9. Lous Saccoccio (Kaw); 10. Alan Bertagnoli (Suz); 11. Dewayne Davis (Suz); 12. Andrew Deatherage (Suz); 13. John Choate (Yam); 14. Jeff Herzog (Kaw); 15. Michael Myers (Hon); 16. Craig Gleason (Yam); 17. David Rosno (Suz); 18. Brian Westphal (Suz); 19. Andy Fenwick (Kaw).

750cc SUPERSPORT FINAL: 1. Scott Russell (Kaw); 2. Jacques Guenette (Kaw); 3. Tripp Nobles (Suz); 4. Bob Sandy (Suz); 5. Britt Turkington (Suz); 6. Jeff Farmer (Hon); 7. Glenn Barry (Suz); 8. Ray Yoder, Jr. (Suz); 9. Owen Weichel (Suz); 10. Mike Moores (Hon); 11. James Schaefer (Suz); 12. Michael Ruehle (Kaw); 13. Andrew Deatherage (Suz); 14. Louis Saccoccio II (Kaw); 15. Noel Kalinoski (Suz); 16. Jeff Herzog (Kaw); 17. David Hansen (Suz); 18. Roger Hendricks (Suz); 19. John Erdrich (Kaw); 20. Doug Carlson (Kaw); 21. Michael Myers (Hon); 22. Brian Westphal (Suz); 23. Dean Mizdal (Suz); 24. Jason Pridmore (Suz); 25. Alan Bertagnoli (Suz); 26. Roger Lundsten (Yam); 27. David Gross (Suz); 28. Titian Bue (Suz); 29. Robert Wright (Suz); 30. John Jacob (Yam); 31. Dewayne Davis (Suz).

Time: No time due to restart.
Distance: 12 laps, 36 miles.
Average Speed: N/A due to restart.

750cc SUPERSPORT SERIES POINT STANDINGS: 1. Scott Russell (40); 2. Jacques Guenette (32); 3. Britt Turkington (28); 4. Tripp Nobles (26); 5. Glen Barry (22); 6. Mike Moores (16); 7. Bob Sandy (13); 8. James Schaefer (12); 9. Jeff Farmer (10); 10. Titian Bue (9).

AMA/CCS Harley-Davidson Twin Sport Series: Round 3

Nobles wins Brainerd thriller

BRAINERD, MN, JUNE 9

Bartels' Harley-Davidson's Tripp Nobles nipped Scott Zampach and teammate Nigel Gale in yet another thrilling Twin Sport Final, this one at Brainerd International Speedway.

As is becoming the norm with the all-Harley-Davidson 883 class, the race came down to the final corners and the last run to the checkered flag. This time it was Nobles' turn to win his first race of the season after two second place finishes at Daytona and Road Atlanta. Nobles beat Road Atlanta winner Zampach, who survived being run wide in the final corner by Daytona winner Gale as the two dashed to the flag.

Fourth place went to road racing legend Yvon DuHamel in his first Twin Sport race of the year on a third Bartels' Harley-Davidson. Pat Moroney rounded out the top five finishers. Seventeen riders entered the event.

Nobles jumped to the lead at the start of the 10-lap final with Zampach and Gale just behind. The three instantly pulled clear of the pack, which in turn was led by DuHamel. The three-way struggle went the distance with the decisive move coming from Nobles in turn four.

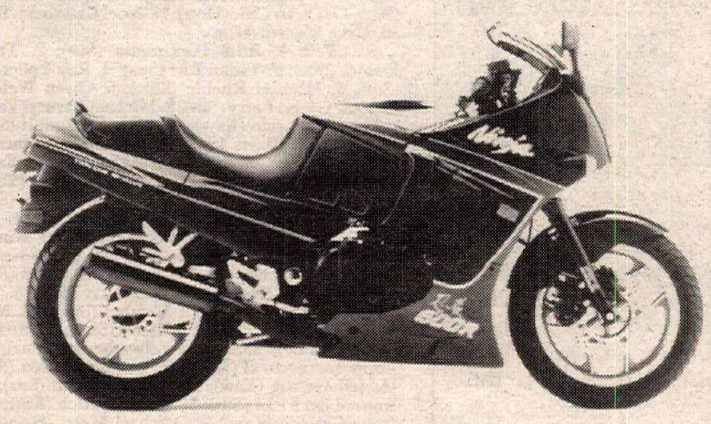
"It was hectic," the Georgian said after taking the win. "I tried to get away early and that was plan A. That didn't work so it came down to the last lap. I knew I had to get them in one, two and three and then outbrake them into four. These bikes have so little horsepower you really have to work with each other. I didn't shut him out, it was a clean pass." CN

Results

TWIN SPORT FINAL: 1. Tripp Nobles; 2. Scott Zampach; 3. Nigel Gale; 4. Yvon DuHamel; 5. Pat Moroney; 6. Richard Kuehler; 7. Randy Texter; 8. Chuck Blackmon; 9. Darrell Jones; 10. Brett Donahue; 11. Nancy Delgado; 12. Andy Nelson; 13. Kory Hofer; 14. Michael Kraft; 15. Shawn Higbee; 16. Brock Biffart; 17. Al Charles.

TWIN SPORT C'SHIP POINT STANDINGS: 1. Tripp Nobles (54); 2. Scott Zampach (52); 3. Nigel Gale (48); 4. Richard Koehler (31); 5. (TIE) Randy Texter/Kevin Rentzell (24); 7. Darrell Jones (22); 8. Pat Moroney (21); 9. Yvon DuHamel (13); 10. Timothy Seebold (11).

Check Out The 1991 Ninja Models At These Kawasaki Dealers.



Ninja 600R

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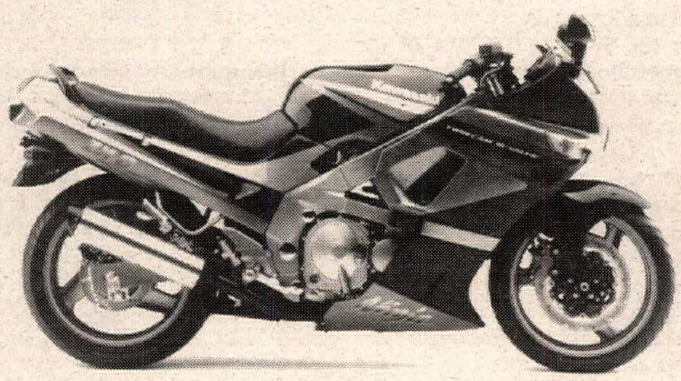
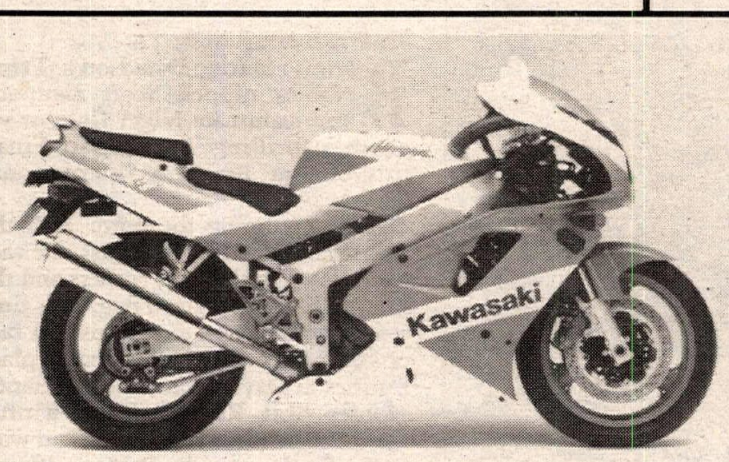
Ninja ZX-6

Now, a new deep ebony 1991 Ninja ZX-6 is set to ride down the highway alongside the haunting Luminous Cardinal Red ZX-6 introduced last year. Strikingly handsome with its rounded front full fairing, Kawasaki's Ninja ZX-6 is without equal in the 600cc sport bike class.





Ninja ZX-7

Every once in a while, a new design comes along that evokes the word "classic" the minute you see it; a product so perfect it promises to become an enduring masterpiece. Common to such timeless designs is the ability to communicate the essence of the product at a glance: the Ferrari Testarossa, the Stealth fighter, the bullet train. Enter the 1991 Kawasaki Ninja ZX-7.

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Ninja ZX-7R

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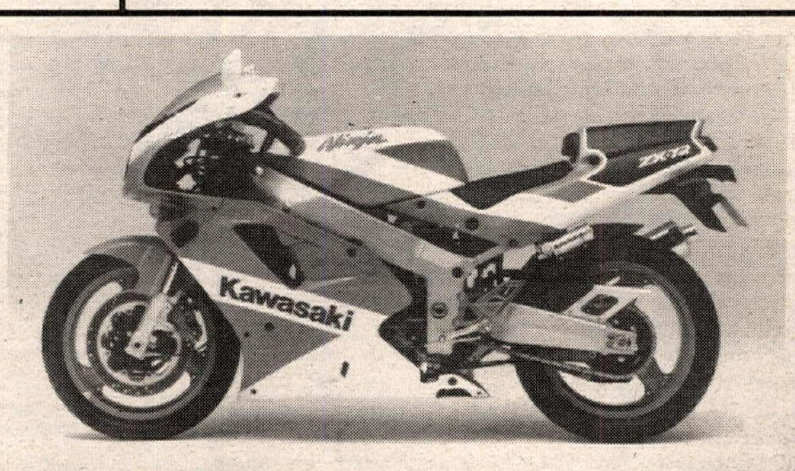

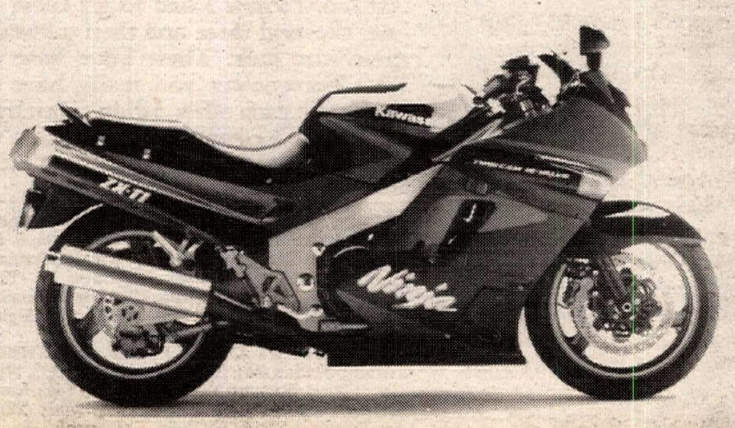

Ninja ZX-11

Introduced last year to a chorus of "oohs" and "aahs" from the enthusiast press, the Kawasaki Ninja ZX-11 proved to be the most sought-after machine for the rider attuned to maximum performance and control. Its well-defined, muscular lines, eagerly pointing toward the open road, tell the world clearly what this bike is all about.

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ROAD RACE World Championship Superbike Series: Round 3

The start of the Canadian round of the World Superbike Championship gets underway with Steve Crevier (73) and Yves Brisson (13) getting the jump on the field.

Kipp, Picotte win at Mosport as the regulars stay away

By Bruce Newton
Photos by Johan Vandeckerchove

MOSPORT, ONT, CANADA, JUNE 2

The international riders stuck to their word and didn't show up for the Canadian round of the World Championship Superbike Series at Mosport.

Circuit owner Harvey Hudes stuck to his guns and ran the race anyway. As a result, Linnley Clarke and Yves Brisson emerged as the top points scorers, taking a second and a fourth apiece while Tom Kipp and Pascal Picotte split the wins as well as a DNF each.

It was a truly strange weekend, the discussion to and fro between aggrieved Canadians and the foreign press, superbike championship organizers and others over the absence of the "Europeans" as the missing riders were termed — Polen, Merkel and Phillis' origins apparently forgotten — dominating the racing.

At least that was something to talk about, because there wasn't all that much excitement on the track with Picotte's and Kipp's wins being taken in convincing style. The first race was truly forgettable, the second enlivened by an exciting finish.

The results were obviously irrelevant as far as the World Championship goes but at least those who did show

The Mosport controversy

Mosport circuit owner, Harvey Hudes, has rejected international rider claims that their decision to stay away from round three of the Diesel Jeans Superbike World Championship was prompted by concerns over track safety.

"My feeling is that we have a power struggle going on between the riders and the FIM," he said. "The riders obviously don't respect the ability of the FIM to properly homologate circuits, they are challenging that authority. There is a power struggle going on I think for authority and I think until that is settled this situation will likely happen again, cleverly disguised as a safety issue but probably having another agenda."

The riders themselves would reject that this is anything other than a safety issue, yet Hudes is convinced there is more to this than meets the eye.

The sorry saga starts at last year's Canadian round where the riders drew up a two-page list of safety improvements that needed to be completed before they came back and raced at Mosport again.

This list included more work at turn one, turn three and turn four as well as resurfacing to eradicate the bumps which proliferate at the circuit and to improve grip in the wet. There were other complaints such as lack of restroom and shower facilities. On top of this there was a general dissatisfaction among the riders and teams about the way the meetings were being run and they were being treated.

The list was taken to the FIM Congress in Budapest last October, where Hudes, FIM Road Racing Commission President Jos Zegwaard, Superbike Racing Association riders representative Anders Andersson and Canadian Motorcycle Association (CMA) officials met to discuss the future of the event and hear the riders's grievances.

At that meeting, Hudes says the long list was reduced to a short list of work required for 1991 — not by the FIM which had already homologated the circuit up to 1992 — but by the riders.

It was agreed that turn three — where Giancarlo Falappa crashed and broke his wrist — would have a gravel trap installed and there would be resurfacing between three and four as well as some bumps shaved.

And that, Hudes says, was it: "Before the meeting ended I read my list so there would be no question in anyone's mind what I had to do and we came home and did it. Obviously there was another story told to the riders after the fact, otherwise how would they be so up in arms about this matter?"

Hudes draws that conclusion because when Rob McElnea — who replaced Andersson as riders rep after the Swede retired from racing at the end of 1990 — arrived to inspect the circuit in April he brought up the issue of turns one and four and the resurfacing of the entire track.

Hudes was under the impression, an incorrect one according to the riders themselves, that McElnea's only mandate was to inspect work agreed to at the Congress. "He all of a sudden developed a new agenda," Hudes said. "He wanted to do a full track inspection and he identified corner one and corner four as major problems and he further said the track was very bumpy and needed resurfacing."

Hudes said he agreed to consider work on one and four as projects for the fall, but that there was no way he could complete them before a meeting scheduled for the end of May. McElnea went back to England, wrote his report and the riders subsequently decided not to attend a meeting at the Spanish round in late April.

As far as Hudes is concerned, he's the innocent victim. He's done more than the FIM required to meet the standards set, yet still the riders didn't come. Thus the conspiracy theory.

"Some of the riders race at the Isle of Man where there are telephone posts every 150 feet, or trees, with no protection whatsoever," Hudes said. "Some of the riders will run at Daytona where they come out of the chicane and climb up a 32-degree bank and have their leathers scrape against a concrete wall at 180 mph. If you want to check those events you will find some of these riders who protest Mosport on a safety basis are riding in some very dangerous circumstances by definition. Now why is it safe to ride those events and by comparison, is this that much more dangerous or that much more safe?

"My position is very simple, it is much more safe and that's not me being subjective, anyone can go out and inspect the circuit with those criteria in mind and this is the safest circuit in the world if that be the comparison. There is no such thing as a safe circuit, motor racing is dangerous, we forget that, we make the circuit as safe as we can and that is what we are trying to do."

Hudes still wants to run World Superbike races, but he believes the FIM, which neither demanded circuit safety improvements nor tried to dissuade riders from missing the Canadian round, now has to take a more active role.

"If the FIM homologate a circuit and list a date then there has to be some responsibility on their part to ensure that a proper grid will participate in the event. We don't want any individual rider disciplined here. I think I respect what they've done. I don't really think they've done it right. If they've tried to make a point, they've made it and we're damaged by it very critically.

"Motorcycle racing sponsorships in this part of the country, I think, are under tremendous hazard right now for the future. And the only way we could go forward to our sponsors for future events is if I can say to them the FIM has done the following and we are guaranteed X number of international riders as part of our event."

And how could the FIM make those guarantees? "I think they have to find ways and means of giving that kind of assurance, after all, they do license the riders."

did their best and you can't ask more than that.

Perhaps the best thing to come out of the whole weekend was that just one superbike rider crashed and didn't hurt himself. This at a circuit that the best four-stroke riders in the world feared too much to come near.

The worst thing, undoubtedly, is that Canada's future involvement in the championship is in doubt. Weekend sponsors Budweiser and Castrol were obviously unimpressed with it all and the public showed their disapproval by staying away in droves.

The weather was nice, though.

Qualifying

To contrast with the action off the track preceding this meeting which left it bereft of any international stars, there was precious little drama at Mosport itself.

No crashes, no major blow-ups, just the normal niggling dramas, problems that beset every team at any race meeting.

And just like a normal race meeting, the serious guys who had turned up were here to win, whether this was a mere shadow of a World Championship meeting or not.

With that in mind, qualifying served to show up the riders who were going to figure in that leading group. Leading them at the end of a bright and pleasant day was 22-year-old Tom Kipp. The Mentor, Ohio, rider's last minute decision to attend the meeting paid off with a best effort of one-minute, 26.771-seconds on his Wiseco Yamaha.

Compared to Jamie James' lap record of 1:25.781 it wasn't a bad effort at all and that was on a track which Kipp felt had slowed in the last year: "There's more bumps and it feels like there is less adhesion, particularly in turn one," he commented. "I haven't reached the limit yet. I was at a comfortable pace, I wasn't even in qualifying mode."

Kipp's best time had come after spending much of the two days sorting out the standard carburetors, then dialing in the suspension in the final 45 minutes.

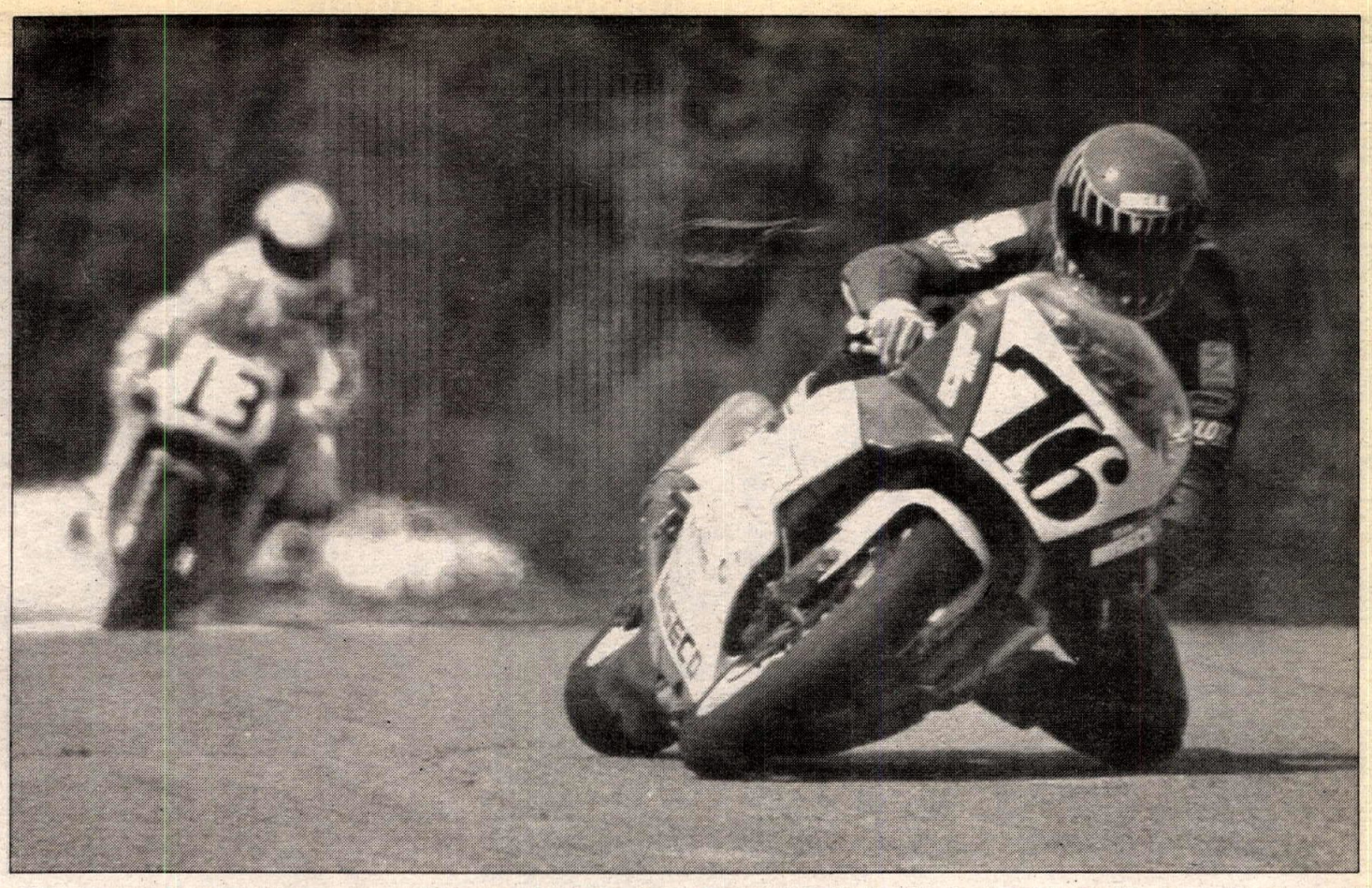
The 21-year-old French-Canadian, Pascal Picotte, was second on the Michel Mercier-managed Fast/Sunoco Team Yamaha OW01, content to have simply made the front row and conserve his new tires for Sunday.

Rueben McMurter was giving the youngsters a hard time, pushing his Honda Canada RC30 into third ahead of his teammate, Yves Brisson, the French-Canadian having difficulties keeping the bike under control down the undulating main straight.

"The bike is handling very badly down in the back straight," he explained. "To go faster means pushing beyond the limit. It is a suspension problem rather than the bumps because the whole circuit is bumpy and it's only happening in the top gears on the long straight. Some laps it was so bad I was forced to back off. We have tried maybe 10 different settings and it has made little difference."

Rounding out the front row was Steve Crevier on his new Weld Rite Kawasaki, nearly two seconds off the pole time, albeit only four-tenths slower than Picotte: "It's only our second weekend with the bike and we still have a lot of things to sort out. We've got a handling problem and we're changing steering dampers because the last one wasn't up to it. Hopefully that will take some of the chatter wobbles and high-sides away.

"There is a lot of room for improvement, Kipp and those guys have got two years on me with their bikes, but we're getting there."



Ohioan Tom Kipp (16) won the second leg at Mosport by some nine seconds, but suffered a DNF in the first leg.

Benoit Pilon was another eight-tenths slower on his OW01, with Jimmy Adamo next on the 907cc GiaCaMoto Ducati upholding Italian honors ahead of the Kawasaki of Michael Taylor, Picotte's teammate Linnley Clarke on Mercier's 1990 Canadian championship winning bike and the ZXR of Californian Phil Kress rounding out the top 10.

In total, 17 bikes made the start, the smallest ever World Superbike field and undoubtedly the weakest.

Race One

There were hopes that we would have some good racing, the theory going that the front few were all evenly matched. Like plenty of hopes and theories before them they were dashed when the light went green.

That's when the green eventually went. Brisson did two warm-up laps where there was only supposed to be one, necessitating an extra warm-up lap for everyone when he'd finally been persuaded to stop. As a result the race dropped back from 25 to 24 laps.

Picotte took off chased by Kipp, but when the American pitted on the third lap after an EXUP shaft bent and blocked the exhaust "killing the motor," Picotte already had four seconds on the McMurter/Brisson/Crevier battle for second.

And when McMurter left the race after six laps, the Honda running on three cylinders after probably dropping a valve, the top three was set.

Picotte ended up winning by 7.5 seconds, after leading by more than 13 at one stage, spending the last few laps popping wheelies and giving some rare entertainment to the crowd.

"I was riding comfortable, not trying too hard," he said. "I pushed for the first couple of laps and my pit board was saying plus two seconds, plus four seconds, so I just kept up my momentum, rode easy and didn't even have a slide."

Brisson, happier with the suspension after winding the spring up, held off Crevier while Clarke was secure in fourth. Taylor came out on top of an entertaining battle with Pilon, while Adamo had kept them in sight throughout.

No crashes, no real drama. No real excitement either for that matter.

Race Two

This time it was Kipp's turn to win as he liked while Picotte pulled out on lap seven, the Yamaha developing an increasingly severe misfire over 10,000 rpm, which had first seen him give up the lead to the American then second to Brisson before slipping back into the clutches of the pursuing group of McMurter, Crevier and Clarke. Ironically, Picotte had loaned Kipp parts to ensure that he got to the start line for race two.

Brisson held right onto Kipp for those first seven laps, but the pace was much hotter than the first leg, mid to low 1:26s being the order of the race rather than 1:27s and his rear Dunlop felt the effects and began sliding around much earlier.

So while Kipp was pulling away to a nine-second lead, Brisson was slowing while the threesome battling for third — at one stage more than 10 seconds behind — began to reel him in.

"We all three hooked up together," enthused Clarke. "There was nothing hairy, nothing scary, it was an honor to ride with those guys."

Clarke was putting in his best ride ever on a superbike, McMurter (riding his spare which was actually his number one bike he was saving for Brainerd) and Crevier's pace helping him to knock more than three seconds off his qualifying time! He wasn't just tagging along either, as he led them both for much of the way.

Inevitably they caught Brisson with just two laps to go, Clarke slipping by first, then Crevier taking the Honda at Moss Corner on the last lap only to have both RC30s come flying back by up the long straight.

It all got hairy at the last corner, with the group having to negotiate Kress's out-of-fuel Kawasaki, but they all made it with Clarke .9-of-a-second ahead of McMurter, Brisson just five-thousands of a second behind him and a frustrated Crevier losing out by .075. The finish had the spectators off their seats for a typical superbike finish at a very untypical meeting.

Pilon fought off the attentions of John Hopperstad's Yamaha to take sixth, while Taylor crashed out at low speed without injury and Adamo retired the Ducati when a brace supporting the rear of the tank broke and dropped it down onto a spark plug wire and crimped it, turning the 907 into a 453.5. CN

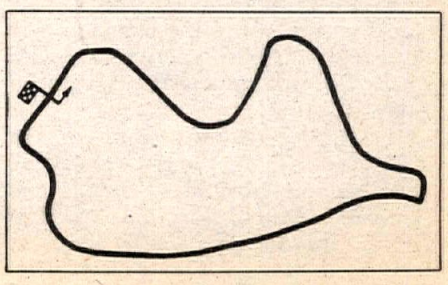
Canadian Linnley Clarke tied with Yves Brisson as the top point scorers.

Results

HEAT 1: 1. Pascal Picotte (Yam) 2. Yves Brisson (Hon); 3. Steve Crevier (Kaw); 4. Linnley Clarke (Yam); 5. Michael Taylor (Kaw); 6. Benoit Pilon (Yam); 7. Jimmy Adamo (Duc); 8. John Hopperstad (Yam); 9. Christian Gardner (Hon); 10. Tom Etherington (Yam).
Time: 35 min., 17.03 sec.
Distance: 24 laps, 59.016 miles.
Margin of Victory: 7.5 sec.
Fastest Lap: Pascal Picotte, 1.26.882, Lap 4.
Average Speed: 163.961 kmh.

HEAT 2: 1. Tom Kipp (Yam) 2. Linnley Clarke (Yam); 3. Reuben McMurter (Hon); 4. Yves Brisson (Hon); 5. Steve Crevier (Kaw); 6. Benoit Pilon (Yam); 7. John Hopperstad (Yam); 8. Phil Kress (Kaw); 9. Tom Etherington (Yam); 10. Christian Gardner (Hon).
Time: 36 min., 27.553 sec.
Distance: 25 laps, 61.475 miles
Margin of Victory: 9 sec.
Fastest Lap: Reuben McMurter, 1.26.202, Lap 24.
Average Speed: 165.251 kmh.

DIESEL JEANS SUPERBIKE WORLD CHAMPIONSHIP POINT STANDINGS: 1. Doug Polen (60); 2. (TIE) Fabrizio Pirovano/Rob Phillis (45); 4. Terry Rymer (39); 5. Juan Lopez-Mella (38); 6. Stephane Mertens (37); 7. Raymond Roche (32); 8. (TIE) Yves Brisson/Linnley Clarke (30).



Terry Cunningham scored his second National Cross Country win of the season.

Steve McSwain (left) and Ed Lojak (right) fought for positions early in the race.

Cunningham conquers Strawberry Festival 100

By Davey Coombs
Photos by C.J. Coombs

BUCKHANNON, WV, JUNE 2

Terry Cunningham had his hands full at the Strawberry Festival 100, as the 32-year-old battled back 90-degree heat, powdery dust, MXer Fred Andrews, the defending GNCC champion Scott Summers, and nearly 200 other riders to score his second overall victory of the season.

Kawasaki Team Green/Tucker-Rocky/Scott/Bell/Dunlop-backed Cunningham bettered eight-time GNCC Champion Ed Lojak by nearly two minutes in the overall tally. ATK's Lojak was the Open A division winner. Team KTM's Scott Plessinger finished third overall with National MX privateer Andrews finishing fourth overall and GNCC points leader Duane Conner rounding out the top five.

The event, held in conjunction with a large community celebration in Buckhannon, attracted nearly 200 entrants. The six-mile course was faster than most Eastern trails and the heat and lack of rain made for extreme dust in several sections.

One rider who had an interesting plan for combating the elements was Cunningham, who experimented with a baby formula during the three-hour long run.

"I had heard that some of the professional motocrossers were using Pedialite on hot days," explained Cunningham of the formula to prevent dehydration in infants. "It helps to keep up the levels of your electrolytes and potassium. I've suffered through heat exhaustion four or five times in my career, so I have to watch myself."

One other little trick that some of the woods riders picked up from motocrossers was the use of "feminine napkins" to keep sweat from dripping into their goggles. Jeff Russell was among those trying this new method.

"Being able to see an hour into the race is worth the embarrassment on a hot day like this," he said.

Aaron Hough bolted into the lead when the 250cc A pack went off of the dead-engine start into a right-hand corner and then straight up a short hill. Plessinger made a quick move into first but Hough put him back to second a short time later. Conner, Cunningham, Russell, Andrews and Kevin Brown were also in the hunt.

Hough, who had won two GNCC overalls in a row coming into the event, opened a short lead on Plessinger before the completion of the first 17-minute long lap. Andrews was holding third in his first GNCC event of the year while Cunningham and Russell rounded out the top five. But that order would soon change.

"I got a rear flat at the end of the first lap and had to stop and change it," said Russell of his early dismissal from contention. "My dad tried to help me change it but we were pretty unorganized for a tire change. My spare didn't have enough air in it and I had to pump it up before I could get back into the race."

Russell's troubles briefly knocked him out of the top 15.

Steve McSwain and Lojak led the way when the second row of Open A class riders started, but it was defending GNCC Champion Summers who quickly took control. Summers has suffered through a string of mishaps that have cost him a shot at four overall victories in as many races, and he seemed intent on snapping out of his run of bad luck as he soon took over the overall lead based on elapsed time.

Hough's hopes for a third straight win were dashed on lap four. After being displaced as the 250cc A leader by Andrews and Cunningham, Hough crashed hard coming down a tram road into the scoring checkpoint.

"I was behind some lapped riders and I figured I would gun it to get around them," said Hough. "I hit a rock that I didn't see because of the dust and it threw me off the embankment and I endoed down the hill."

Hough twisted his already-aching knee and promptly retired from the race. That left Cunningham and Andrews to battle for the point position while Summers had moved up to third on the course and continued to lead on elapsed time.

The race for the overall win settled down over the next hour as the front three held their positions. A little further back Lojak, Conner and Plessinger were closing as they ran in formation.

Summers made a serious charge on lap seven and entered the spectator viewing area before his 250cc-mounted challengers. Then disaster struck Summers' effort when his Honda XR600 ground to a halt when the ignition failed just above the checkpoint. By the time the event ended an hour later, a discouraged Summers had already left the facility.

Andrews made the next move to the front, displacing Cunningham after the halfway mark and opening a comfortable 34-second lead after eight laps. But that appeared to be the end for Andrews' overall efforts. Having already ridden four times longer than he does in the MX Nationals, Andrews began to buckle under the heat. Cunningham passed him for the lead one lap later and put nearly a minute on the fading Andrews. The focus for the overall win began to center on Lojak, who had one minute of elapsed time to work with as he became the overall leader based on elapsed time.

"I tried to pick up the pace after Summers dropped out," said Lojak, who missed the first two months of the season with a broken wrist. "I had been pacing myself all day and then I took off at the two-hour mark. At one point I was within 20 seconds of Cunningham, but I guess I came on too strong, too soon. My wrist got sore and at the end I couldn't hold on anymore; I had to back down just to finish."

After Lojak's failed charge, Cunningham got the two-lap signal while holding a two-minute lead on Lojak, Andrews and a charging Plessinger. With just one lap to go, Plessinger was past Andrews and had evened out his time differential with Lojak before his bike began to seize.

"A ring stuck on me there at the end and the bike started seizing," said Plessinger. "It kept me from beating Eddie."

The 14th and final lap was a formality as Cunningham continued to cruise out front with two minutes to spare. Plessinger crossed the finish line second, but Lojak was just six seconds behind which allowed him to overtake Plessinger on adjusted time for second overall. Andrews was another 35 seconds behind with Conner all alone in fifth after recovering from a crash on lap 10. Russell, accompanied by his second flat tire of the day, held on to sixth overall with Doug Blackwell holding down seventh at the finish.

Eighth overall was captured by 200cc A class winner Craig Jones, who ran away with the class win. The BT Racing/Yokohama/Answer/Maier/Silkolene-backed rider blasted into the lead on the first lap and stayed ahead of the class all the way to the finish line. Rival Tom Norton did a good job of holding the frantic pace but he couldn't keep Jones in sight. Jones won by just under two minutes and Norton was second in the class and 10th overall behind Frank Keegan.

Tim Shepard finished 11th overall, while Davey Coombs notched his fifth straight Junior +25 class win at 12th overall after being challenged by Dave Santi and David Molnar.

The top Four-Stroke A class rider was Harvey Whitaker, who completed 13 laps on the way to his second class win of the series. Rick Parsons and

Former Hare Scrambles National Champion Scott Plessinger was third.

Tracy Warrington finished second and third.

The top amateur performance was posted by Bob Sloan, who would have finished in the top 20 overall if Four-Stroke B class riders were counted in the overall tally. Sloan completed 13 laps en route to his third straight win of the series over Mike Treadway.

In the 200cc B class, Todd Morain recorded his fourth win of the series as Josh Lojak finished second. Duane Sprouse beat Jeff Lowery by four minutes for the 250cc B class win, while Douglas Miller led Mark Snyder and the rest of the Open B class by three minutes at the checkered flag. CN

Results

O/A: 1. Terry Cunningham (Kaw); 2. Ed Lojak (ATK); 3. Scott Plessinger (KTM); 4. Fred Andrews (Suz); 5. Duane Conner (Kaw); 6. Jeff Russell (KTM); 7. Doug Blackwell (Kaw); 8. Craig Jones (Kaw); 9. Frank Keegan (ATK); 10. Tom Norton (KTM); 11. Tim Shephard (Yam); 12. Davey Coombs (Suz); 13. Stan Lojak (Yam); 14. Richard Kresic (Yam); 15. Tommy Harris (Kaw); 16. Harvey Whitaker (Hon); 17. Brian Keegan (Yam); 18. David Santi (Yam); 19. Eric Weiland (Yam); 20. Michael Burk (Yam).

OPEN A: 1. Ed Lojak; 2. Frank Keegan; 3. Steve McSwain (KTM); 4. Jim Miller (Hon); 5. Greg Holden (KTM).

250 A: 1. Terry Cunningham; 2. Scott Plessinger; 3. Fred Andrews; 4. Duane Conner; 5. Jeff Russell.

200 A: 1. Craig Jones; 2. Tom Norton; 3. Stan Lojak; 4. Michael Burk; 5. Robert Tominello (Kaw).

4-STRK A: 1. Harvey Whitaker; 2. Rick Parsons (Hon); 3. Tracy Warrington (Hon); 4. Gary Severns (Hon); 5. Gary Roach (Hon).

JR: 1. Davey Coombs; 2. David Santi; 3. David Molnar (Yam); 4. John Vincent (Yam); 5. Donald Bigley (Yam).

VET A: 1. Richard Kresic; 2. Tommy Harris (Kaw); 3. Gallie Ward (Hon); 4. Mike McCarren (Yam); 5. Jeff Murgel (Hon).

SR A: 1. Joseph Lojak (Yam).

S/SR A: 1. Harry Greenlee (Yam); 2. Donald Hough (Kaw); 3. Dave Coombs (Yam); 4. Donald Harless (Yam); 5. Charles Hawk (Suz).

OPEN B: 1. Douglas Miller (Kaw); 2. Mark Snyder (Kaw); 3. Tim Mosberger (KTM); 4. Louis Dearman (KTM); 5. Robin Miller (Hon).

250 B: 1. Duane Sprouse (Suz); 2. Jeff Lowery (Yam); 3. Richard Bryan (Suz); 4. Shawn Brell (Yam); 5. Jeffrey Hupp (Hon).

200 B: 1. Todd Morain (Hon); 2. Josh Lojak (Yam); 3. Timothy Aretz (Yam); 4. Rob Thompson (Kaw); 5. Kelvin Hull (Yam).

4-STRK B: 1. Bob Sloan (Hon); 2. Mike Treadway (Hon); 3. Charles Dailey (Hon); 4. Mark Niggemyer (Hon); 5. Robert Murray (Hon).

VET B: 1. Adam Cadle (Yam); 2. Mark Allman (Hon); 3. Manley Bradshaw (KTM); 4. Harold Nicholson (Yam); 5. Randy Riffle (Kaw).

SR B: 1. David Dehner (Kaw); 2. Richard Scott (Yam); 3. Robert Cox (KTM); 4. Shelby Murray (Yam); 5. Steve Zdybicki (Suz).

S/SR B: 1. William Miller (Hon); 2. John Baker (KTM); 3. Bill Hartsell (Yam).

NOV: 1. Kenneth Minnix (Suz); 2. Kevin Moore (Suz); 3. Tim Saville (Kaw); 4. Kevin Sebastian (Hon); 5. David Black (Hon).

GNCC POINT STANDINGS: 1. Duane Conner (97); 2. Terry Cunningham (95); 3. Jeff Russell (87); 4. Doug Blackwell (85); 5. Tom Norton (70); 6. Tim Shephard (69); 7. Craig Jones (64); 8. Scott Summers (60); 9. Aaron Hough (54); 10. Frank Keegan (47); 11. Tony Hendon (42); 12. Rick Kresic (35); 13. Stan Lojak (33); 14. (TIE) Davey Coombs/Robert Tominello (32); 16. Scott Plessinger (30); 17. Tommy Harris (29); 18. Guy Perrett (28); 19. (TIE) Ed Lojak/Ron Naylor (19).

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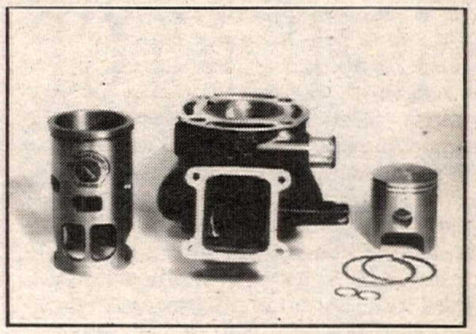

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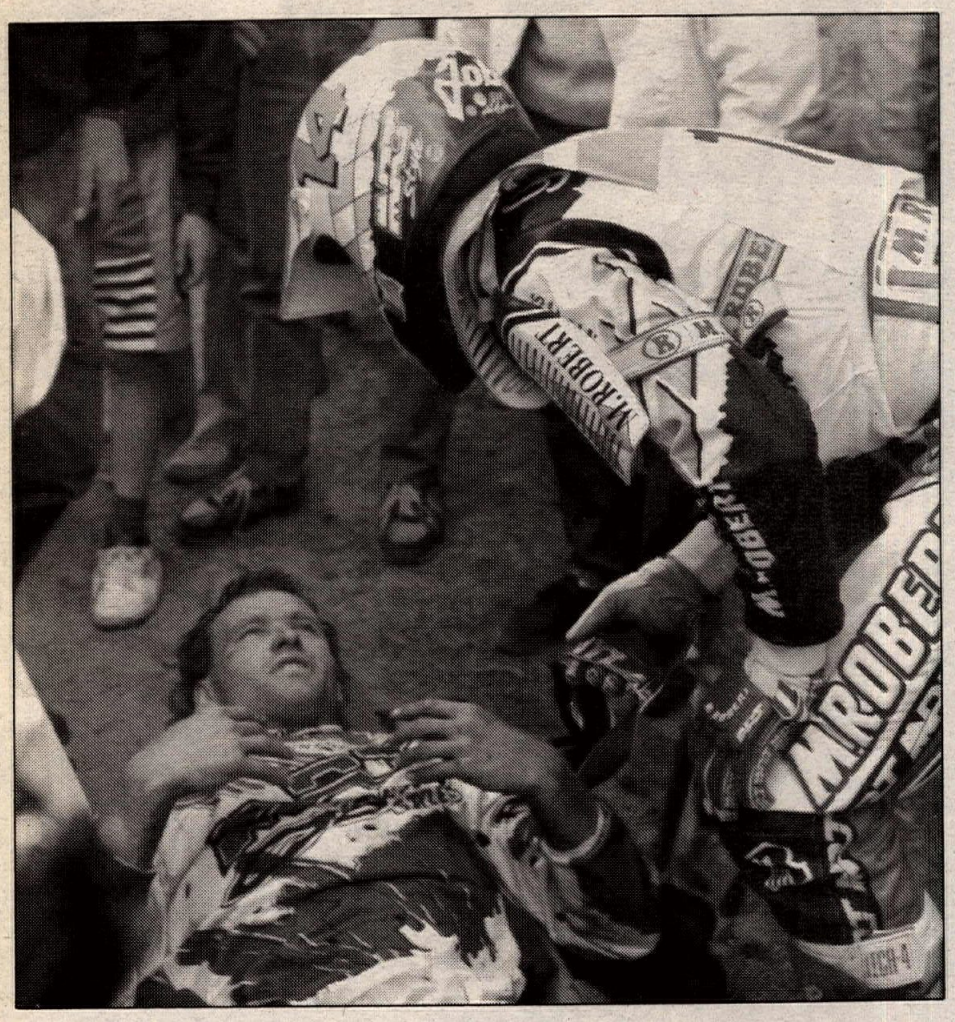
MOTOCROSS World Championship 500cc MX Series: Round 5



Georges Jobe (right) offers his condolences to the fallen Kurt Nicoll. Jobe was Nicoll's closest rival for the 500cc MX World Championship.

Jacky Martens (4) scored the overall win and moved into title contention. Here he chases Ronny Weustenraed (66) and Kees Van der Ven (7).

Martens moves into contention with Dutch GP win

By Alex Hodgkinson

NORG, THE NETHERLANDS, JUNE 2

Jacky Martens stormed into contention for 500cc MX World Championship as the title was thrown wide open at the Dutch GP when points leader Kurt Nicoll broke his thigh during timed practice.

And Georges Jobe, who holds second in the point standings, crashed in the first moto and broke his lower right leg.

Paul Malin defeated Martens in the first moto, but Malin crashed in the first turn at the start of moto two and hit the deck twice more before giving up. Martens went on to record the win and overall victory. American Billy Liles clinched runner-up honors after recording 3-2 moto finishes.

Despite his injury, Nicoll is still at the top of the standings but will be out of action for the rest of the season. Now the title battle will be between Jobe, Malin and Martens who are now separated by just nine points at the halfway point of the World Championship 500cc MX Series.

American Billy Liles finished second overall with 3-2 moto finishes.

Arto Pantilla, Dirk Geukens, Kurt Ljungqvist and Liles join the top three as automatic qualifiers for the second half of the year. (The top eight in the point standings automatically qualify for each GP. When there are more than 40 entrants at a GP, timed qualifying is held during Saturday's practice sessions to thin the field.) Liles clinched his automatic qualification status after a titanic struggle with Jo Martens over second place which lasted throughout the second moto. Nicoll's injury also give Liles renewed hope of winning his first-ever 500cc World Championship as the American is now 40 points behind Jobe.

The day before the GP, Jobe, Malin and three-time 500cc World Champion Dave Thorpe won support of FIM Jury President Walter Angele for a change to the first corner. The change angered the organizers and also many of the riders who felt that the original layout, a slow left-hander, was much safer than the sweeping right-hander that replaced it.

The riders' fears were justified at the start of the first 40-minute plus two-lap moto when Ljungqvist went down in the middle of the pack and took several other riders down with him. Others, including Thorpe, were badly hindered.

Ironically, Malin and Jobe both got away without trouble and were split only by Soren Mortensen at the end of the first lap. A battle royale between Malin and Jobe seemed predestined, but it was not to be. On the third lap Jobe fell in a tight turn. Trapped under his own bike, the Belgian was run over by a couple of riders and looked a pale shadow of his best when he remounted in 23rd. Jobe struggled back to 13th entering the final lap, but another fall dropped him to 16th at the finish.

"I was in such pain," said Jobe, who immediately called his doctor after the race. "I thought I had broken something in my foot when I fell the first time. I have had it taped and will race the second moto."

Malin was never challenged at the head of the pack. He had a six-second lead over Mortensen after five laps, and continued to stretch his advantage when the Dane lost second to Liles at half distance.

"I felt good and just kept going away until I was in no danger," said Malin. "It was safe to slacken my pace a little in the the final laps."

Jacky Martens was the man tearing through the pack.

"I made a pretty bad start, and it was very difficult to pass early in the race," said Martens. "After five or six laps it was getting bumpier and then I was able to start making a move, but by the time I passed Liles for second place after half an hour I was already 16 seconds down on Malin."

With Malin backing off in the closing laps, Martens ended up finishing 11 seconds behind the Englishman. No sooner had Martens passed Liles than the American hit trouble.

"I got track marker tape in my rear brake and had to stop to remove it," said Liles. "That cost me two places, but Mortensen was fading fast and I got Pantilla for third on the last lap."

After not being able to train the previous week, Mortensen began to get tired after 30 minutes and dropped back to finish sixth behind Carlo Hulsen, who had started 18th. Leo Combee had held sixth and he too began to fade after 30 minutes, giving seventh place to Geukens. Combee

Nicoll crashes, breaks leg in practice

The 500cc MX World Championship was thrown wide open in the morning when Kurt Nicoll broke his left thigh and ankle in a crash during timed practice at the Dutch GP.

The British Champion, runaway leader of the series prior to the crash, immediately realized the seriousness of his injury and made no attempt to move from the center of the track. Flag marshalls reacted quickly to protect Nicoll, and Paul Malin was the first rider to stop and assist his fallen rival before riding off to inform Nicoll's family of the incident. Former 250 and 500cc World Champion Hakan Carlqvist was also quick to assist Nicoll after seeing the end of the crash.

"I heard a bike rev out and as I looked I saw Kurt falling off the back of the bike after looping out," said Carlqvist. "It is difficult to say how it happened as he wasn't on a fast lap."

Three-time World Champion David Thorpe also stopped to place his bike in front of Nicoll, and the common concern was expressed by Georges Jobe, Nicoll's closest rival for the championship, who appeared on the scene a few minutes later.

"Kurt doesn't deserve this," Jobe said. "This year was his big chance of winning the title after three years of being second. This is no way to lose the title."

Nicoll was taken to a local hospital where he underwent surgery to set the leg. After a short recuperation, Nicoll will return to England where his recovery will keep him out of action for the rest of the season.

For the second straight year the rider dominating the first half of the World Championship 500cc MX Series has fallen victim to a practice crash at the halfway point. Last year American Billy Liles broke his thigh while leading the championship.

held on to eighth, while Johan Boonen and Jo Martens rounded out the top 10.

Thorpe was 31st at the end of lap one, but he had hardly made any progress towards the front when he pulled out at the halfway point.

"I got out of shape this morning in timed practice and twisted my left knee badly," said Thorpe. "It happened on the same jump where Nicoll crashed. I didn't know how bad the knee was until I raced."

Thorped didn't start moto two, and the first turn claimed Malin at the start of the race.

"I caught the gate as it went down and that spoiled my getaway," said Malin. "When we went into the first turn, the riders inside me drifted out and those outside were trying to come across the track. I caught Jobe's rear wheel and went down."

Malin took down many others, including Geukens, Hulsen and Mortensen. Geukens' arm got caught in another rider's wheel, but he still got away before Malin, while a shaken Hulsen was two-thirds of a lap down by the time he could continue. Mortensen soon quit after he fell again.

Jacky Martens, Kees Van der Ven and Jobe headed the pack at the start, but before the first lap ended Jobe realized that his foot was too painful to last the moto and stopped at the end of the circuit. While Martens moved away for an undisputed win, Liles quickly demoted Van der Ven for second, but Liles lost the position to Jo Martens one-third of the way through the race.

"Jo got past me when I fell, but I was confident that I could beat him," said Liles, who ended up finishing second, six seconds behind Jacky Martens. "I was glad he fell near the end though. It was getting to be real hard work out there."

Their battle had been for eighth place in the point standings and the last automatic qualification position. Jo Martens was frustrated at having to finish third, 17 seconds behind the American.

"I lost eighth place in the first race when I got such a bad start," he said.

A long way behind the Liles/Jo Martens battle, Jared Smith rode a magnificent race to pass Van der Ven at half distance and maintain fourth over the Dutchman to the finish. Ljungqvist had been passed for sixth by Mark Banks in midrace, but got the position back at the finish when Banks had to slacken his pace because of a bad stomach. Ronny Weustenraed, eliminated from the first moto when he lost his seat, also demoted Banks to eighth with a lap to go. Peter Herlings finished ninth and Hulsen charged back from the first-turn melee to complete the top 10.

Malin's hopes of scoring any points following the first-turn crash finally ended after 25 minutes.

"I was coming through quite well, but then after 15 minutes I got into a big tank-slapper and ended up in the fence," said Malin. "That cost me four places, and when I had another silly fall 10 minutes later I decided it was pointless to continue." CN

Results

TIMED PRACTICE: 1. Paul Malin (2 minutes, 10.97 seconds); 2. Georges Jobe (2:11.46); 3. Jo Martens (2:11.53); 4. Dirk Geukens (2:11.99); 5. Kurt Nicoll (2:12.11); 6. Soren Mortensen (2:12.58); 7. Leo Combee (2:12.59); 8. Ronny Weustenraed (2:12.60); 9. Kurt Ljungqvist (2:12.78); 10. Arto Pantilla (2:12.81); 11. Billy Liles (2:12.89); 12. Ludo Van der Veken (2:12.96); 13. Jacky Martens (2:13.00); 14. Joel Smets (2:13.19); 15. David Thorpe (2:13.20); 16. Carlo Hulsen (2:13.41); 17. Stefan Larsson (2:13.69); 18. Jeremy Whatley (2:13.95); 19. Darryl King (2:13.97); 20. Viesturs Gaushis (2:14.53); 21. Kees Van der Ven (2:14.80); 22. Jorgen Gustafsson (2:15.08); 23. Johan Boonen (2:15..30); 24. Gerard van den Brink (2:15.70); 25. Christer Olsen (2:15.71); 26. Jared Smith (2:15.78); 27. Jeroen Roijakkers (2:15.95); 28. Mervyn Anstie (2:16.75); 29. Fred Van Loon (2:16.78); 30. Peter Herlings (2:17.25); 31. B. Jonsson-Boneck (2:17.64); 32. Marc Velkeneers (2:17.76); 33. Johnny Slomp (2:17.98); 34. Mark Banks (2:18.01); 35. Hans Koenen (2:18.57); 36. Karl Sulzer (2:18.80); 37. Jonas Nilsson (2:18.84); 38. Per Bengtsson (2:19.11); 39. William Wopken (2:21.77); 40. Stuart Coyle (3:14.42).

MOTO 1: 1. Paul Malin (Kaw); 2. Jacky Martens (KTM); 3. Billy Liles (Kaw); 4. Arto Pantilla (Hon); 5. Carlo Hulsen (Hon); 6. Soren Mortensen (Kaw); 7. Dirk Geukens (Hon); 8. Leo Combee (Hon); 9. Johan Boonen (KTM); 10. Jo Martens (Hon); 11. Kees Van der Ven (Hon); 12. Jared Smith (Hon); 13. Joel Smets (Hon); 14. Mark Banks (KTM); 15. Jeroen Roijakkers (KTM); 16. Georges Jobe (Hon); 17. Jorgen Gustafsson (Kaw); 18. Mervyn Anstie (ES); 19. Hans Koenen (Hon); 20. Peter Herlings (Hon); 21. Stefan Larsson (Kaw); 22. Karl Sulzer (Hon); 23. Fred Van Loon (KTM); 24. Christer Olsen (Hon); 25. Jonas Nilsson (Kaw).

MOTO 2: 1. Jacky Martens; 2. Billy Liles; 3. Jo Martens; 4. Jared Smith; 5. Kees Van der Ven; 6. Kurt Ljungqvist (Hon); 7. Ronny Weustenraed (Kaw); 8. Mark Banks; 9. Peter Herlings; 10. Carlo Hulsen; 11. Arto Pantilla; 12. Dirk Geukens; 13. Joel Smets; 14. Fred Van Loon; 15. Mervyn Anstie; 16. Jeroen Roijakkers; 17. Stuart Coyle (Hon); 18. Karl Sulzer; 19. Stefan Larsson; 20. Chris Jacobs (Hon); 21. Hans Koenen; 22. Jeremy Whatley (Kaw); 23. Viesturs Gaushis (Hon); 24. Per Bengtsson (Kaw); 25. William Wopken (Hon); 26. Johnny Slomp (Hon); 27. Jonas Nilsson.

WORLD CHAMPIONSHIP 500 MX SERIES POINT STANDINGS: 1. Kurt Nicoll (132); 2. Georges Jobe (113); 3. Paul Malin (111); 4. Jacky Martens (104); 5. Arto Pantilla (90); 6. Dirk Geukens (89); 7. Kurt Ljungqvist (83); 8. Billy Liles (73); 9. Jo Martens (72); 10. Johan Boonen (62); 11. Mervyn Anstie (56); 12. Ronny Weustenraed (48); 13. Carlo Hulsen (39); 14. Kees Van der Ven (32); 15. Jared Smith (31); 16. Soren Mortensen (30); 17. David Thorpe (25).

World Championship 250cc MX Series: Round 5

Vehkonen wins for the home crowd in Finland

HYVINKAA, FINLAND, MAY 26

Pekka Vehkonen seems to have overcome a blood disorder which affected his endurance earlier this season as he racked up the overall win at his home GP in Finland.

American Trampas Parker lost the points lead when he was forced to retire with gearbox problems on the first lap of moto one, then he was only able to score five points from an 11th-place finish in the second moto. That allowed defending 250cc World Champion Alessandro Puzar to shoot to the top of the standings as he made up his nine point deficit and added three more to top Parker in the standings, 122-119.

Puzar finished 14 seconds behind first-moto winner John Van den Berk, but Puzar was forced out of the second moto on the sixth lap. Vehkonen, who finished third in the first moto, topped Dave Strijbos in moto two to secure the overall victory in front of the home crowd. Peter Dirckx was the runner-up on the podium with 5-3 moto finishes while Strijbos' 8-3 scores were good for third overall. American Mike Healey finished fourth overall with 4-5 finishes. CN

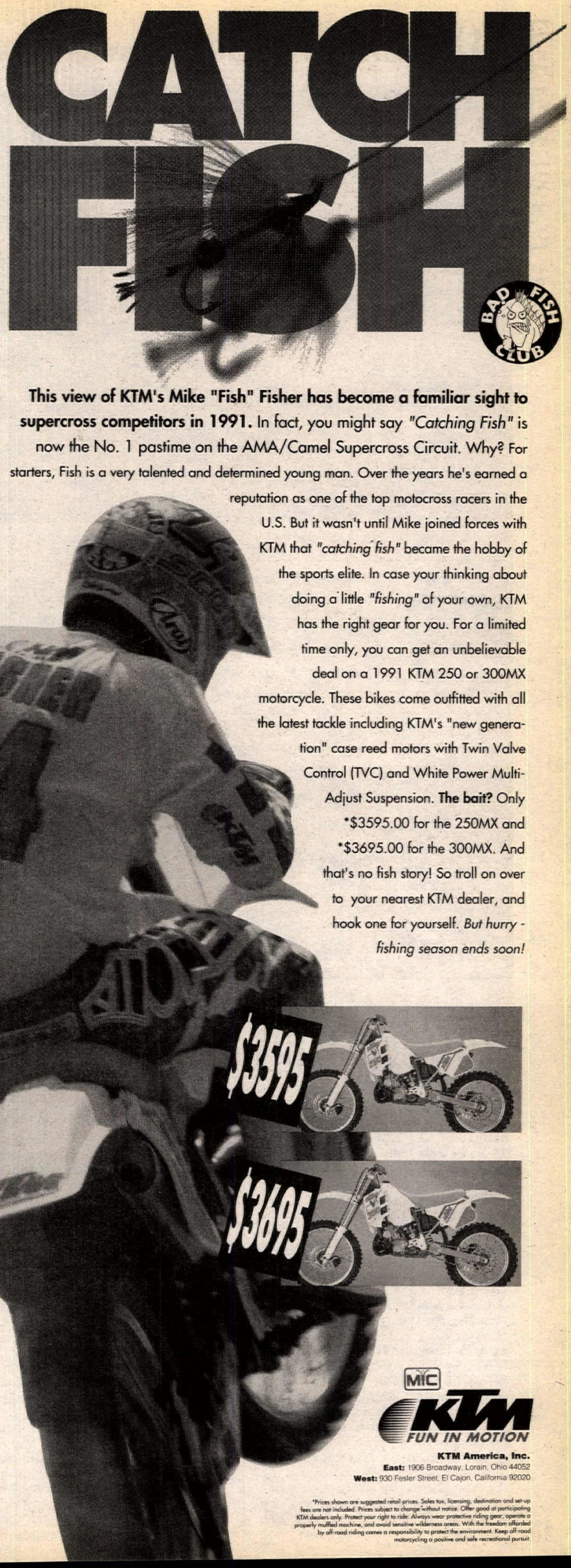
Results

O/A: 1. Pekka Vehkonen (Yam); 2. Peter Dirckx (Hon); 3. Dave Strijbos (Suz); 4. Mike Healey (KTM); 5. John Van den Berk (Suz); 6. Gert-Jan Van Doorn (Hon); 7. Alessandro Puzar (Suz); 8. Jorgen Nilsson (Hon); 9. Michele Fanton (Hon); 10. Marniqc Bervoets (Kaw); 11. Axel Holvoet (Kaw); 12. Teus Visser (Kaw); 13. James Dobb (Yam); 14. Trampas Parker (Hon); 15. Peter Iven (Suz); 16. Peter Johansson (Yam); 17. Yann Guedard (Kaw); 18. Bo Hogberg (Suz); 19. Willie Van Wessel (Kaw).

MOTO 1: 1. John Van den Berk; 2. Alessandro Puzar; 3. Pekka Vehkonen; 4. Mike Healey; 5. Peter Dirckx; 6. Gert-Jan Van Doorn; 7. Jorgen Nilsson; 8. Dave Strijbos; 9. James Dobb; 10. Michele Fanton; 11. Axel Holvoet; 12. Teus Visser; 13. Peter Johansson; 14. Bo Hogberg; 15. Peter Iven.

MOTO 2: 1. Pekka Vehkonen; 2. Dave Strijbos; 3. Peter Dirckx; 4. Marniqc Bervoets; 5. Mike Healey; 6. Gert-Jan Van Doorn; 7. Michele Fanton; 8. Axel Holvoet; 9. Jorgen Nilsson; 10. Teus Visser; 11. Trampas Parker; 12. Peter Iven; 13. John Van den Berk; 14. Yann Geudard; 15. Willie Van Wessel.

WORLD CHAMPIONSHIP 250 MX SERIES POINT STANDINGS: 1. Alessandro Puzar (122); 2. Trampas Parker (119); 3. Dave Strijbos (102); 4. Marniqc Bervoets (100); 5. Peter Dirckx (88); 6. Mike Healey (85); 7. Pekka Vehkonen (79); 8. Peter Johansson (73); 9. John Van den Berk (67); 10. Edwin Evertsen (59); 11. Teus Visser (57); 12. Jorgen Nilsson (44); 13. Gert-Jan Van Doorn (42); 14. Rob Herring (38); 15. Michele Fanton (37); 16. Axel Holvoet (35); 17. Ismo Vehkonen (25); 18. Werner DeWit (24); 19. Yannig Kervella (21); 20. Rick Ryan (17).



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ENDURO AMA National Championship Reliability Enduro Series: Round 4

Larry Roeseler scored his second ISDE Qualifier overall victory of the year, nipping teammate Kurt Hough by four points.

Jimmy Lewis was a front-runner before mechanical problems forced him out.

John King survived the river crossings and finished second in the 125cc class.

National Enduro Champion Randy Hawkins scored the 125cc class win.

Roeseler wins Idaho two-day

By Mike Thuleen

IDAHO CITY, ID, JUNE 1-2

It was a struggle down to the wire, as KTM's Jimmy Lewis, Suzuki's Steve Hatch, and Kawasaki Team Green teammates Larry Roeseler and Kurt Hough battled for overall honors. All four riders were separated by just one second at the conclusion of day one of the two-day event. Resuming the battle on day two — a fight that lasted right down to the last special test — it was multi-time ISDE gold medalist Roeseler prevailing, finishing just four seconds ahead of teammate Hough, and Hatch, respectively. It was Roeseler's second ISDE Qualifier overall win of the season.

The hosting Boise Ridge Riders Motorcycle Club laid out a lengthy 120-mile course. The competitors rode the same course both days but in reverse direction on day two, and most of the riders had plenty of time at the checks. Three special tests, a grass track, which was run twice, and one terrain test were utilized each day. The tight, twisty 1.6-mile long grass track was run in alternating directions over the weekend. Day one's terrain test featured primarily a high-speed switchback road, while the second day's terrain test presented a rougher mix of terrain. A final MX special test was not held.

The first test of the day, a grass track test, saw Suzuki's defending National Enduro Champion Randy Hawkins click off the fast time in the 125cc class, while teammate Hatch did the same in the 250cc class, edging Hough, Lewis and Roeseler. The next fastest time was scored by Open class leader Dave Bertram, who was trailed by 350cc Four-Stroke front-runner David Rhodes.

An easy section of trail led the riders to the next test — a terrain test — in which Lewis clicked off the fastest time, edging Roeseler by two seconds.

"It (the test) was awesome," said Lewis. "I just got back from Baja (Mexico) where I spent a week prerunning the Baja 500 race course. The terrain test was a lot like that — dry and dusty."

Hough, who also was two seconds off Lewis' pace, said of the terrain test: "I tried not to kill myself, it was pretty berserk."

Hatch, too, tied both Roeseler (and Hough) in the terrain test, keeping the dogfight in the 250cc Intent class close. Suzuki rider Darren Sanford also turned in a good time, four seconds behind Roeseler, Hough and Hatch. His time was a good two seconds faster than Bertram and three seconds faster than 125cc Intent leader Hawkins.

Rhodes continued to dominate the Lightweight Four-Stroke class, while Idaho's Todd Peugh extended his lead in the Heavyweight Four-Stroke division.

Following the terrain test, the riders jumped onto a tight uphill trail that carried them up to the 7000-foot mark.

"The trail was great," said Hawkins. "I just wish we would've turned right and went up into the snow."

Sanford's hopes of a top 10 finish ended when he drowned out his bike in a deep river crossing.

"That was a costly mistake," said a disappointed Sanford after the event. "I lost some route points and I can't afford to do that. Otherwise, I would've been fifth 250 and in the top 10 overall."

"Sanford was on the other side of the river pumping his bike out," said Hough. "Larry (Roeseler) was in front of me and he looked at Darren, got scared, and pushed his bike across. I decided to push, too. The creeks are so clear you don't know how deep they are — you have no idea. So when you see somebody pumping a bike out on the other side, you look and look real hard for a good line."

After winding up ridges through buckbrush, the riders hit the first grass track test for the second time of the day. Lewis, again, set the fast time, though just one second faster than Hough. Roeseler was one second slower than Hough, as was Hatch and Hawkins behind Roeseler. Bertram, again, set the fast time in the Open class, extending his lead, while Rhodes did the same in the Lightweight Four-Stroke class. Curt Wilcox smoked the Heavyweight Four-Stroke riders and moved into the class lead. Peugh crashed in the grass track test.

"I was in fourth gear and hit some pine nettles, or something, and the front end washed out," said Peugh. "My engine quit and by the time I got my bike started, more than a minute had passed."

J.D. Bently scored the fastest time in the Senior class, yet it wasn't enough to wrest away the class lead from Lyle Duronso.

The day ended with Hatch and Lewis tied for the overall with 963

points apiece, and teammates Hough and Roeseler tied for second with 964 each. Bertram was fifth with 978, while teammate Hawkins was sixth with 985. Rhodes controlled the L/W Four-Stroke division in seventh overall with 999 points. Rounding out the top 10 were Dan Neilson (1002 points), Josh Chandler (1011) and Scott Drafs (1018).

Day two featured Saturday's trail — run backwards — and two grass track and one terrain special tests.

"We've got four guys within one second," said Roeseler moments before Sunday's ride. "That sorta tells me what I've got to do — definitely no holding back today."

Roeseler lived up to his words, as he raged in the first grass track test, topping the second-best score — turned in by Hough — by four seconds! Hatch was six seconds off Roeseler's pace; Lewis was nine seconds back. Bertram continued to set the fastest time in the Open division, while Tom Webb moved closer to class runner-up Richard Mathers. Rhodes, again, aced the L/W Four-Stroke class, while Jason Dahners topped the Heavyweights, though Wilcox commanded the class overall.

Lewis' fine ride came to an end in the next terrain test when his bike blew a head gasket, letting coolant seep into the cylinder.

With Lewis sidelined, the battle for the overall narrowed down among Roeseler, Hough and Hatch. Again, Roeseler raged in the terrain test, clocking the fastest time, topping Hough by six seconds and Hatch by 11. This gave Roeseler a 10 second lead for the overall over Hough and 16 points over Hatch. Hawkins continued to pull away from the 125cc competitors, as did Bertram in the Open class, and Rhodes and Wilcox in the L/W and H/W Four-Stroke classes. Duronso extended his lead in the Senior division.

In the final test of the event — a grass track — Hough knew this would be his last chance of catching Roeseler, and he went for it! Hough ticked off the fastest time, remarkably six seconds faster than Roeseler! Unfortunately for Hough, who is seeking his first Qualifier overall win of the year, he came up four seconds shy of reeling in Roeseler.

Hatch also gave it his all, perhaps too much, as he crashed hard in the grass track special test.

"I felt really good, but the front end broke loose while I was wide open in fourth gear on a downhill sweeper, and I just cartwheeled," said Hatch afterwards. "I'm surprised Larry beat me by just eight seconds and Kurt by only two."

The last test, however, did not alter the results for the win of any other class, as Hawkins, Bertram, Rhodes, Wilcox and Duronso all had safe margins to ride with. The battle for second in the 500cc class ended, as Webb turned in a time only two seconds slower than Bertram to grab second away from Mathers. CN

Results

O/A: 1. Larry Roeseler (Kaw) 1785; 2. Kurt Hough (Kaw) 1789; 3. Steve Hatch (Suz) 1803; 4. Dave Bertram (Suz) 1833; 5. Randy Hawkins (Suz) 1843; 6. David Rhodes (Hgb) 1863; 7. Dan Neilson 1875; 8. Scott Drafs (Suz) 1889; 9. Tom Webb (KTM) 1905; 10. Todd Harris (Kaw).

125: 1. Randy Hawkins (1843); 2. John King (1931); 3. Dan Van Stee (1987); 4. Jeff Odom (2005); 5. Blaine Ostafin (2008).

250: 1. Larry Roeseler (1785); 2. Kurt Hough (1789); 3. Steve Hatch (1803); 4. Dan Neilson (1875); 5. Scott Drafs (1889).

500: 1. Dave Bertram (1833); 2. Tom Webb (1905); 3. Richard Mathers (1928).

L/W 4-STRK: 1. David Rhodes (1863); 2. Dough Cestnet (2012); 3. Robet Holmes (2155).

H/W 4-STRK: 1. Curt Wilcox (1931); 2. Jason Dahners (1943); 3. Rob Riley (1972); 4. Todd Peugh (2015); 5. Mark Vanlandingham (2063).

SR: 1. Lyle Duronso (2100); 2. J.D. Bentley (2111); 3. Gary Doerr (2131).

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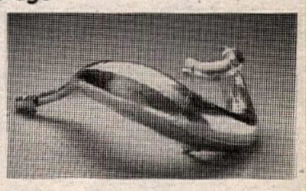

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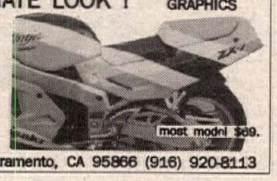

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OFF ROAD Best in the Desert Grand Slam Series: Round 3

Greg Zitterkopf scored the overall win despite riding with a flat front tire.

John Braasch emerges from the slaughterhouse on his way to the 125cc Pro win.

Zitterkopf zooms to Ely GP win

By Anne Van Beveren
Photos by Tom Van Beveren

ELY, NV, JUNE 1

Despite riding most of the race with a front flat, Team Green's Greg Zitterkopf made easy work of the rain-slick course in the Nevada desert. Zitterkopf put his Kawasaki KX250 out in front of the pack at the start of the second loop and stayed there to score the overall honors and the $260 250cc Pro purse by more than three minutes.

"I had a great ride," Zitterkopf said. "Everything was fun. The conditions were great and the traction was super."

The event drew 166 racers to the historic copper mining town of Ely, 280 miles north of Las Vegas, and featured a 16-mile course, which began in front of the railroad station in east Ely. It wound through paved streets, changed to dirt near the west end of town, and then headed further out for the back-and-forth run through the foothills to the north. Steady rain the day before the event left the course slick and the promise of intermittent showers and temperatures in the mid-50s had the riders bundling up for the start of the race.

Light rain was falling as Scott Morris led the charge off the starting line at 9:00 a.m. The rest of the Pros followed four bikes at a time every 30 seconds, slithering on the wet pavement in the first corner, and then powering down the first straight of the five-lap race. The Expert class followed hard on the heels of the Pros, but the Amateur and Vintage racers had to wait until noon for the start of their separate five-lap race.

Speeds were moderate on lap one, as the racers took a cautious first look at the terrain and concentrated on staying upright in the slippery conditions. Some of the competitors were planning to keep the speeds down in the following laps as well.

"I was planning to keep a steady pace and get a finish," Morris said. "I wanted to be careful because when we leave here, we're going straight to Baja (for the SCORE Baja 500). That's the big one for us and I wanted to get there with no injuries."

Zitterkopf drew a fourth-row start and was out to make up time from the moment the starting lights turned green, but he also ended up with a moderate first lap speed due to a pair of crashes.

Morris was still at the head of the pack at the end of the first circuit, but Zitterkopf and Danny Hamel, who was riding with a stomach illness, were close behind and a mistake going into the end of the loop check was enough to relegate Morris to third.

Less than one minute behind the front-running trio, Greg Searle was neck and neck with 250cc Pro class rival Randy Gillmore for fourth, while 125cc Pro class leader John Braasch held sixth. Just five places back, Arizona's Destry Abbott was making his presence felt from row seven of the starting order — the first row of the Open Pro class.

The competition started to heat up as Zitterkopf led the way into the second loop. A short burst by Morris leap-frogged him past the ailing Hamel to take over second, and Searle followed suit a little later in the loop to chaim third, despite problems with his eye glasses fogging.

Some rapid turnovers were also going on further back in the pack. Duane Summers moved up two places to grab sixth, Abbott kept his charge going into seventh and Darin Cartwright recovered from a crash on the first loop to grab the lead in the Over 30 Pro division.

"We had to go over some barbed wire, right before the course went through the old slaughterhouse," said Cartwright. "They'd laid it down for us to run over but I spun my tire on it and picked it up. It ripped me right off the bike."

Zitterkopf turned in a trouble-free second lap and was almost two minutes ahead of Morris as he headed into the scoring chicane.

"Once I stopped falling down I was having a good time," Zitterkopf said. "I hit the railroad tracks coming in at the end of the first loop and got a front flat and I had that for the rest of the race, but it wasn't too bad. It didn't slow me down very much."

Searle was pushing hard just a few feet behind second-place Morris, with Hamel, Gillmore, Summers and Abbott racing through in close succession. Braasch's bid for the 125cc Pro honors was going stong in eighth overall as he was ahead of class rival Jon Almberg in ninth, and Cartwright was two places ahead of Honda pilot Brian Schmuckle for the Over 30 class lead in 12th.

"I had the greatest ride," said Braasch. "The rain got on my goggles and I couldn't see much, and I broke the roll-off string which didn't help, but it was fun. I didn't see another 125 all day. I was the first one off the start and that was it."

Morris' luck started to run out on lap three. Searle dodged past to grab the number two spot when Morris pulled over to take off his riding jacket, and a run-in with a tree branch soon after let Abbott through to claim third.

"I was getting really hot in the first two loops and I had to stop and give my jacket to somebody, and then I hit a big branch that was sticking out about handlebar height," Morris explained. "I crashed into the tree next to it and it took me a while to get my bike out. Abbott caught me when I was trying to recover from that so I let him by."

Out in front, Zitterkopf continued to shine. At the end of lap three, Zitterkopf had stretched his lead to almost three minutes over Searle, with Abbott another 15 seconds back in third. A a flawless performance on lap four put Abbott more than four minutes ahead of his nearest rival.

Rain started to fall steadily as the racers headed into their final lap and the course got more and more treacherous.

The final lap proved to be a workout for Zitterkopf. With the win almost in the bag and less than 10 miles to go to the checkered flag, his luck ran out on the final downhill.

"I hit a lapper and fell," Zitterkopf explained. "It cost me some time and I knew everybody would be catching up."

Abbott was coming up fast in second, after catching Searle late in the fourth loop, and Summers was making a last-minute bid for Searle's number three spot when he hit a rock just over a mile shy of the finish. Summers recovered to finish the event but was later taken to the hospital with a suspected fracture of the leg and wrist.

Zitterkopf survived the last-minute scramble and was still in front when the checkered flag fell at the end of two and a half hours of racing. The Kawasaki R&D/Nolene/O'Neal/Kal-Gard/Smith/FMF/Shoei/Renthal/Tsubaki/100%/Ohlin-backed racer completed the 80-mile race three and a half minutes ahead of Abbott to earn the overall honors and 250cc Pro class win. Abbott was surprised by his finish in second overall.

"I got the holeshot off the start and started catching a lot of Pros," said Abbott, who overalled the Open Expert class and finished ahead of the Open Pro contenders. "I felt like I was riding normal and I was totally surprised when I found out I was running second overall on the third or fourth loop."

Searle held on to finish third overall and second in the 250cc division, two minutes ahead of fourth-place finisher John Rudder on a 250cc ATK. Fifth overall and first in the Over 30 Pro class went to Darin Cartwright, whose nearest Over 30 Pro rival was Brian Schmuckle in 13th overall.

Scott Morris led the Open Pro class home in sixth overall ahead of 250cc Pros Mark Morris and Duane Summers, and Braasch topped the 125cc Pros in ninth overall. Braasch topped second-placed 125cc Pro Jon Almberg by seven minutes. The first Over 38 Pro to cross the finish line was Bill Maxim, who completed the course in two hours and 48 minutes. CN

Unofficial Results

O/A: 1. Greg Zitterkopf (Kaw); 2. Destry Abbott (KTM); 3. Greg Searle (KTM); 4. John Rudder (ATK); 5. Darin Cartwright (Yam); 6. Scott Morris (Kaw); 7. Mark Morris (Kaw); 8. Duane Summers (Yam); 9. John Braasch (Kaw); 10. Scott Glimp (KTM); 11. Mike Heers (KTM); 12. Bill Maxim (Kaw); 13. Brian Schmuckle (Hon); 14. Tom Barbero (Hon); 15. Bryan Bruning (Yam); 16. John Ewald (Hon); 17. Jon Almberg (Kaw); 18. Glenn Taylor (KTM); 19. B.J. Almberg (Suz); 20. Tony Bergman (KTM); 21. Daryl Folks (KTM); 22. Floyd Bradley (KTM); 23. John Steele (KTM); 24. Tom Bradshaw (Kaw); 25. David Wilson (KTM).

OPEN PRO: 1. Scott Morris; 2. Daryl Folks; 3. Danny Hamel.

250 PRO: 1. Greg Zitterkopf; 2. Greg Searle; 3. John Rudder.

125 PRO: 1. John Braasch; 2. Jon Almberg.

Over 30 PRO: 1. Darin Cartwright; 2. Brian Schmuckle; 3. Tom Bradshaw.

Over 38 PRO: 1. Bill Maxim; 2. Kevin Colan.

OPEN EX: 1. Destry Abbott; 2. Glenn Taylor; 3. Brent Bush (KTM).

250 EX: 1. Mike Heers; 2. Bryan Bruning; 3. Tony Bergman.

125 EX: 1. B.J. Almberg; 2. John Steele; 3. Patrick Fullmer (Suz).

OVER 25 EX: 1. Scott Glimp; 2. John Ewald; 3. David Wilson.

Over 30 EX: 1. Jim Roewer (Hon); 2. Dennis Stevens (Yam); 3. Dirk Lange (Hon).

Over 38 EX: 1. Tom Barbero; 2. Rob Beggs (KTM); 3. Harold Brockelsby (Yam).

4-STK EX: 1. Floyd Bradley (KTM); 2. Gary Candotta (KTM); 3. Paul Skeary (Hus).

OPEN AM: 1. Russell Bickle (Kaw); 2. Todd Hoy (KTM); 3. John Pierson (Hon).

250 AM: 1. George McQuiston (Suz); 2. Stan Roberts (Hon); 3. Zack Livreri (Yam).

125 AM: 1. Ty Roberts (Kaw); 2. Bill Ricci (Kaw); 3. Jarrod Wheeler (Hon).

O-25 AM: 1. Jim Alexander (Yam); 2. Steve Casper (Suz); 3. Paul Gentry (Kaw).

O-30 AM: 1. Kenneth Stumpff (Hon); 2. Steve Rowley (Yam); 3. Bill Swenson (Kaw).

O-38 AM: 1. Greg Smith (Suz); 2. Larry Cunnally (ATK); 3. Howard Larson (Mai).

4-STK AM: 1. Bob Jones (Hon); 2. Karel Kramer (ATK); 3. Robert Karl (Hon).

Vintage: 1. Dan Powers (Hus); 2. James Bucknell (KTM); 3. Bill O'Hara (CZ).

Billy Silverole (706) leads Craig Noack (32) and Davey Yezek in the 250cc A class.

Kevin Foley (111) leads the first 250cc A moto into turn one. Foley won the moto and captured the overall victory.

Foley on fire at High Point

By Davey Coombs

MT. MORRIS, PA, MAYY 25

Florida's Kevin Foley battled back a tide of youthful amateur stars when he won the 250cc Expert class at the Team Green Spring Nationals at High Point Raceway. Foley, the defending Amateur National Champion in the Junior Plus 25 class, also topped the Plus 25 class at High Point.

The event was held on the same course that the professional riders would tackle the next day in the 15th Annual High Point 125/250cc National Championship MX and attracted 780 entrants. Included in the field were a half-dozen Amateur National champs, plus many riders who competed in a two-hour hare scrambles event that took place simultaneously on another part of the facility.

Foley, a 28-year-old Kawasaki rider backed by Team Green, Fox Racing and Oakley, challenged 17-year-old Scott Sheak for the lead at the beginning of the first 15-minute 250cc Expert moto. Foley dogged Sheak for three laps before he moved into the lead, then was one of just two riders to navigate a triple jump in one bound, a feat matched the next day by only a handful of the professional racers, to pull away. Billy Silverole was the only other rider to make the leap, but he couldn't catch Sheak before the moto's end and finished third ahead of Craig Noack and Davey Yezek.

In heat two, Foley grabbed the early holeshot but soon had his hands full with 16-year-old Yezek. Realizing his overall result would not be altered, Foley did not put up much of a fight as Yezek rode away with the win. Foley finished second for the overall win while Hayden Richards, another AMA amateur champ, chased Foley and finished third ahead of Silvarole.

PJ1/Answer/Scott/Bell/Dunlop-backed Richards emerged ahead of a 27-year 125cc Expert group in the first moto. The 17-year-old found his competition to be Sheak and Yezek. The three pulled away from the pack to finish in the same order as Noack and New Jersey's Joel Dengler gave chase.

At the start of the second moto, Davey Coombs bolted into first and led until the last lap, when the chasing Silvarole pushed past on an off-cambered corner. Silvarole went on to win the moto but his first moto 13th-place finish ruined his overall chances. Coombs, who finished ninth in the first heat, hung on to second at the finish while Mark Neiderhser claimed third. Richards finished fourth to claim the overall win.

Foley's second overall win of the day came in the 37-rider Junior (+25) class, where he took on Davey Coombs in the first moto and Tim Coombs in the second. Foley led the first race from start to finish as Davey Coombs couldn't keep his 125cc Suzuki close to Foley's Kawasaki KX250 on the steep High Point hills. The second race saw a more even battle as Honda CR250 rider Tim Coombs attacked Foley early and challenged the Floridian all the way to the flag. Still, Foley held on to win with Tim Coombs bettering his brother for the runner-up prize. Mark Garrison and Ray Niebel rounded out the first five overall.

In the Vet A (+30) race, Honda-mounted James Kinsley emerged as the overall winner with a third and a first place finish in the two heats. First moto winner Garrison appeared to be on his way to a second heat win when he crashed out with an unsuccessful try at the uphill triples. Michigan's David Mack was second overall aboard a KX500 while Garrison recovered from his spill in time to claim third overall.

The Open A class leader was West Virginia KTM rider Todd Baisden, who had little problems with the big leap over the triples aboard his 300cc motorcycle. Baisden won both motos to record the overall with New Jersey's Richard Zupko and Jeffrey Bellmer filling in the next two positions.

Oklahoma minicycle star Robbie Reynard made the trip to Pennsylvania for his first visit to High Point but found a surprising reception in the form of 13-year-old Brock Sellards. Reynard, a multi-time champion aboard a Team Green-backed KX80, battled all day long with Ohio's Sellards in Super Mini and 85cc (12-13) racing. Fox/Bell/PJ1-backed Reynard won all four of the motos he entered, but each time Sellards put up a tremendous battle.

In the first Super Mini moto Sellards led until the last long uphill, where Reynard was able to motor past. But in the last corner Sellards tagged the Kawasaki pilot, dropping both riders to the dirt. Reynard got to his bike first and rolled over the last few jumps for the win.

Sellards ended up placing second to Reynard in all four motos for a pair of runner-up trophies. J.D. Collins was third in the 12-13 group while Chad Kresge ran third in the Super Mini group.

The 85cc (14-15) winner was Cernic's Suzuki/AXO-backed Heikki Yeager, who posted a pair of moto wins. Kresge showed a 3-2 score for second overall while Illinois' Joey Bardoner ran 4-3 for third.

In the 85cc (7-11) class, Georgia's Robbie Horton piloted his Scott/Bell/Renthal/Tsubaki/Barr's Comp.-backed Kawasaki to a pair of moto wins. Ohio's Mark Burkhart finished second overall with a 2-3 tally, while Michigan's Chris Considine was third.

Burkhart and Considine returned to put on a tremendous 65cc battle later in the program. The young duo were jumping many of the bigger obstacles that gave 125cc Amateur class riders fits. The two traded moto wins with Burkhart emerging as the overall winner on the heels of his second moto victory. Third in the division went to Scott McMillin.

Team Green's Greg Rand pulled off a two-moto sweep in the highly competitive 125cc Schoolboy (12-15) race. Rand led Chris Brown to the checkered flag in both motos while Keith Troccoli followed them in third.

Rand also competed in the 125cc B class but without the success he realized in the Schoolboy race. Ohio's Joshua Steel swept both motos of the first 125cc B division with Rand trailing in second both times out. Honda-mounted Eric Arlet ran third in the group.

In the second division, it was New York's Troccoli who led both motos at the finish. Adam Merrick and Johnny Walker ran second and third in the class.

Merrick found more success in the 250cc B class, where he gathered the group two overall win ahead of Steel. Steel won the first moto but could only muster a fourth the second time out. Jeff Decker was third overall with a 9-1 tally.

As the motocross races went off, the two-hour long hare scrambles event took place and Frank Keegan piloted his 406 ATK to the overall win ahead of Doug Blackwell and 200cc A class winner Stan Lojak. CN

Results

MOTOCROSS

125 A: 1. Hayden Richards (Kaw); 2. Scott Sheak (Kaw); 3. Davey Coombs (Suz); 4. Billy Schlag (Kaw); 5. Davey Yezek (Kaw).

250 A: 1. Kevin Foley (Kaw); 2. Davey Yezek (Kaw); 3. Bill Silvarole (Kaw); 4. Hayden Richards (Kaw); 5. Scott Sheak (Kaw).

OPEN A: 1. Todd Baisden (KTM); 2. Richard Zupko (Kaw); 3. Jeffrey Bellmer (Hon); 4. Jarrett Newby (Hon); 5. Todd Streit (Kaw).

125 B D-1: 1. Joshua Steel (Yam); 2. Gregory Rand (Kaw); 3. Eric Arlet (Hon); 4. Jeff Decker (Suz); 5. Brian Teyssier (Suz).

125 B D-2: 1. Keith Troccoli (Kaw); 2. Adam Merrick (Suz); 3. John Walker (Hon); 4. Brandon Pfister (Kaw); 5. Gregory Hoover (Hon).

250 B D-1: 1. Shane Peck (Hon); 2. Scott McGill (Hon); 3. George Molnar (Kaw); 4. Janey Johnson (Hon); 5. Dwayne Shirk (Hon).

250 B D-2: 1. Adam Merrick (Suz); 2. Joshua Steel (Kaw); 3. Jeff Decker (Suz); 4. Ralph Bentley (Yam); 5. Jackie Welker (KTM).

OPEN B: 1. John Blakely (Hon); 2. Mike Welsh (Kaw); 3. Brian Ellenberger (Kaw); 4. Ted Greene (Kaw); 5. Jim Kevech (Hon).

125 C D-1: 1. Shane McMillin (Kaw); 2. Sonny Morocco (Hon); 3. Paul Dylewski (Kaw); 4. Paul Hrubochak (Suz); 5. Todd Burgard (Yam).

125 C D-2: 1. Gregory Pittman (Suz); 2. Daniel Grimm (Hon); 3. Terry Bernard (Suz); 4. Terry Kelly (Kaw); 5. William Fix (Kaw).

125 C D-3: 1. Brian Stuebgen (Suz); 2. Gary Bower (Suz); 3. Paxton Mendelsodlin (Kaw); 4. Allen Lancz (Suz); 5. Brian DeFoggi (Hon).

250 C D-1: 1. Bink Gross (Suz); 2. Trent Bartolotti (Hon); 3. Kelvin Nelson (Hon); 4. Jon Liddy (Kaw); 5. Paxton Mendlesodlin (Kaw).

250 C D-2: 1. Mark Robaugh (Kaw); 2. Brett Maxwell (Yam); 3. Kevin Higgs (Hon); 4. Brian Burkett (Yam); 5. James Henslee (Suz).

250 C D-3: 1. Scott Graham (Hon); 2. David Roberts (Kaw); 3. W. Wright Bagwell (Hon); 4. Wesley Mock (Suz); 5. Robert Melzer (Hon).

OPEN C: 1. Patrick Sweeney (Kaw); 2. Scott William (Hon); 3. David Bush (Hon); 4. Jeff Danner (Kaw); 5. James Skok (KTM).

PLUS 25: 1. Kevin Foley (Kaw); 2. Tim Coombs (Hon); 3. Davey Coombs (Suz); 4. Mark Garrison (Yam); 5. Raymond Niebel (Suz).

VET A: 1. James Knisley (Hon); 2. David Mack (Kaw); 3. Mark Garrison (Yam); 4. Robert Huston (KTM); 5. Jarrett Newby (Hon).

VET B: 1. Thomas Mershimer (Yam); 2. Leslie Heasley (Hon); 3. Stanley Talago (Yam); 4. David Fox (Kaw); 5. Eric Von Schwerdtner (Kaw).

SR PLUS 40: 1. Bruce Bengler (Kaw); 2. Eyvind Boyesen (Kaw); 3. Jack Phillips (Suz); 4. Skip Stewart (Kaw); 5. Jon Varley (Suz).

SCHBY 12-15: 1. Greg Rand (Kaw); 2. Chris Brown (Suz); 3. Keith Troccoli (Kaw); 4. Tom Pugh (Suz); 5. J.D. Collins (Hon).

S/MINI: 1. Robbie Reynard (Kaw); 2. Brock Sellards (Kaw); 3. Chad Kresge (Kaw); 4. Shawn Schultz (Kaw); 5. Heikki Yeager (Suz).

85 14-15: 1. Heikki Yeager (Suz); 2. Chad Kresge (Kaw); 3. Jeremy Bardoner (Kaw); 4. Jason Stewart (Kaw); 5. Shawn Schultz (Kaw).

85 12-13: 1. Robbie Reynard (Kaw); 2. Brock Sellards (Hon); 3. J.D. Collins (Kaw); 4. Charles Dunaway (Kaw); 5. Cecil Williams Jr. (Kaw).

85 7-11: 1. Robbie Horton (Kaw); 2. Mark Burkhart (Kaw); 3. Chris Considine (Kaw); 4. Scott McMillen (Kaw); 5. Jon Boruff (Suz).

65 7-11: 1. Mark Burkhart (Kaw); 2. Chris Considine (Kaw); 3. Scott McMillen (Kaw); 4. Michael Mercer (Kaw0; 5. Timothy Stroyne (Kaw).

51: 1. Jeff Gibson (Yam); 2. Ryan Holliday (Itj); 3. Calvinn Kent (Yam); 4. Chris Quenzler (Yam).

HS

OPEN A: 1. Frank Keegan (ATK).

250 A: 1. Doug Blackwell (Kaw); 2. Eric Weiland (Yam); 3. Brian Keegan (Yam).

200 A: Stanley Lojak (Yam); 2. Fred Bashor (KTM); 3. Jack Tunney (Suz); 4. Jeff Lauth (Kaw); 5. Robert Tominello (Kaw).

VET A: 1. Albert Swager (Hon); 2. John Ayers (Kaw); 3. Richard Kresic (Yam).

OPEN B: 1. Tim Doan (KTM); 2. Edward Henderson (Kaw); 3. Brad Graham (Hon); 4. James Martineck (Hon); 5. Alan Clayton (KTM).

250 B: 1. Daryl Conner (Kaw); 2. Mark Salapow (Yam); 3. Thomas Martineck (Hon); 4. James Teagarden (Suz); 5. Doug Altenhof (Hon).

200 B: 1. Todd Morain (Hon); 2. Josh Lojak (Yam); 3. Robin Spacht (Kaw); 4. Joseph Phillips (Kaw); 5. Craig Brewer (Hon).

4-STRK B: 1. Kenneth Ejzak (Suz); 2. Freddie Hardin (Hon); 3. Ronald Hoffman (Hon).

VET B: 1. Jeff Berger (KTM); 2. Jay Kinder (Kaw); 3. Harold Nicholson (Yam); 4. Kevin Outland (Kaw); 5. Andrew Wells (Hon).

SR B: 1. Buster Damewood (Suz); 2. Richard Scott (Yam); 3. David Dehner (Kaw); 4. Ned Greeneltch (Hon); 5. Ronald Rossi (Yam).

NOV: 1. Anthony Lambert (Suz); 2. Roy Matthews (Kaw); 3. Rocky Peterson (KTM); 4. Gary Bower (Hon); 5. Louis Grkman (KTM).

DIRT TRACK AMA 600cc National Championship Dirt Track Series: Round 3

Chris Carr (1), Rodney Farris (92), Troy Norris (85), Aaron Hill (17), Ronnie Jones (16) and Mike Hale (32) made up row one.

Carr scored his third 600cc National victory of the year in runaway fashion.

Carr conquers Peoria TT

By Dave Hoenig
Photos by Flat Trak Fotos

PEORIA, IL, MAY 18

Team Harley-Davidson's Chris Carr scored a convincing win at the Peoria TT, leading Bartels' Performance rider Mike Hale and Gardner Racing's Rodney Farris across the finish line. Known as the "Prince of Peoria," Carr has not lost a race at the track since 1987, when he finished second behind Team Honda's Bubba Shobert in both stops of the Camel Pro tour.

"I know this streak will someday come to an end," said Carr. "But I guarantee that the guy who beats me is going to have to work for it!"

Carr served notice that the day was his, by posting the day's fastest qualifying time of 26.759 seconds, well off his record of 25.550 that he set in August of 1989. Hale was second fastest, turning in a 27.067 lap time, just ahead of Ronnie Jones' 27.153. Rich King logged in at 27.407, and Aaron Hill rounded out the top five fastest qualifiers with his 27.456 lap time.

Carr blasted to the front of the first heat, and led Larry Pegram and Erick Gruber around the course, while Junior competitors Kent Longcor and George Garvis Jr. battled over fourth. Kyle Long went down in turn four, and the red flag came out.

The restart was a carbon copy of the first, with Carr showing Pegram, Gruber and Longcor the fast way around the track. Longcor's day came to an end when he sputtered to a stop with a dislodged spark plug wire. Carr flew his Kenny Tolbert-tuned factory Harley to an easy win, ahead of Pegram and Gruber, who filled the top three transfer positions. Garvis finished fourth, but headed for a semi.

Hale scored a runaway victory in the second heat race aboard his Bob Hale-turned Harley-Davidson, while Dave Hebb, Farris and Jeff Eklund argued over second. Farris blasted past Hebb and set after Hale, while Ricky Graham stormed out of nowhere to challenge for third. Graham sailed past Hebb as they navigated the jump, and scored the last transfer position. Hale greeted the checkered flag well ahead of Farris and Graham.

Jones powered his George Garvis-tuned Honda to the third heat race win, ahead of Troy Norris and Rex Fisher. Norris and Fisher exchanged positions throughout the race, but it was Norris who crossed the finish line in second place.

Hill led the way in the fourth, and final heat, but was under constant pressure from Rich King. Kris Kiser held third, but Don Estep sailed past at the halfway point. Arai/Tsubaki-sponsored Hill scored the win ahead of King and Estep.

Hebb and Kiser topped the two semi-finals, in which only the winner would advance to the final, and Willie McCoy scored the last transfer position by winning the Last Chance Qualifier.

Hale occupied the inside pole position at the start of the final, and was joined on the front row by Jones, Hill, Norris, Farris and Carr, on the outside pole.

Carr found the most traction at the start, and led the field through the first turn.

"I've never started a National up on the groove," said Carr. "I guess it dried up enough to allow me to get to the corner first."

Carr's lead was short-lived, however, as Jones went down hard in the switchback and brought the red flag out. Jones was shaken, and retired for the day.

Carr duplicated his holeshot on the restart, and for all practical purposes, the race was over. Carr broke away from the field on the first lap and went on virtually unchallenged. Farris led the race for second, with Hale, Graham, King and Pegram in tow.

As the hot and humid conditions began to wear on the riders, Hale closed in on Farris and stole second near the halfway mark of the 25-lap race. Farris tried to retaliate, but to no avail. Pegram scooted into fourth, while King fought off the advances of Graham. Carr greeted the checkered flag in first, ahead of Hale, Farris, Pegram and King.

"I just tried to ride as smooth as possible," said Carr. "It wasn't easy, turns three and four were as rough as I've ever seen them."

I was just trying to come here and make the podium," said Hale, who skipped his high school graduation ceremonies in Texas to come to Peoria. "My dad has got the bike hooking up real good. You had to ride slow in some spots, but stay aggressive."

Frank Kaiser blasted off the line in the Junior National, with Jeff Eklund, Tim Selby and Kent Longcor in tow. Just before the halfway point, Eklund and Selby carried their momentum past Kaiser and into the top two positions. Kaiser struggled with a pair of loose handlebars, but held onto third, ahead of Longcor. Eklund fought off the race-long charges of Selby, and scored the win aboard his Lillie/Motion Pro/Arai/Serrano/O'Neal/Uncle Rick-sponsored Wood-Rotax. Selby finished second, ahead of Kaiser and Longcor.

"It's been a long day," said Eklund. "I was hoping to get into the 600 National, but you can't help some things." CN

Results

Time Trials: 1. Chris Carr (26.759 sec.); 2. Mike Hale (27.067); 3. Ronnie Jones (27.153); 4. Rich King (27.407); 5. Aaron Hill (27.456); 6. Troy Norris (27.456); 7. Rodney Farris (27.693); 8. Larry Pegram (27.713); 9. Erick Gruber (27.719); 10. Ricky Graham (27.864); 11. Rex Fisher (27.887); 12. Shane Jolly (27.910); 13. Don Estep (27.987); 14. Steve Aseltine (27.999); 15. Marc Gifford (28.055); 16. George Garvis (28.099); 17. Chance Darling (28.178); 18. Dave Hebb (28.205); 19. Scott Sherb (28.210); 20. Dan Ingram (28.226); 21. Kris Kiser (28.243); 22. Erik Graybeal (28.344); 23. Jeff Eklund (28.424); 24. Kent Longcor (28.506); 25. Willie McCoy (28.564); 26. Duane Veeder (28.697); 27. Charlie Orr (28.728); 28. Tim Selby (28.748); 29. Vic McAnally (28.784); 30. Paul Polhemus (28.797); 31. Dale Jenneman (28.830); 32. Greg Crow (28.874); 33. Johnny Resso (28.921); 34. Scott Stump (29.005); 35. Frank Kaiser (29.007); 36. Mike Dillon (29.031); 37. Dave Camlin (29.148); 38. Mike Patterson (29.204); 39. Bubba Bentley (29.336); 40. Larry Davis (29.377); 41. Bill Shoemake (29.468); 42. Tom Daniele (29.547); 43. Kyle Long (29.875); 44. Jess Roeder (29.877).

HEAT 1: 1. Chris Carr (H-D); 2. Larry Pegram (Hon); 3. Erick Gruber (W-R); 4. George Garvis (Hon); 5. Willie McCoy (H-D); 6. Scott Stump (H-D); 7. Chance Darling (H-D); 8. Tom Daniele (W-R); 9. John Resso (W-R); 10. Kent Longcor (W-R); 11. Kyle Long (W-R).
Time: (no time due to restart)

HEAT 2: 1. Mike Hale (H-D); 2. Rodney Farris (H-D); 3. Ricky Graham (Hon); 4. Dave Hebb (H-D); 5. Jeff Eklund (W-R); 6. Marc Gifford (H-D); 7. Duane Veeder (H-D); 8. Greg Crow (H-D); 9. Frank Kaiser (W-R); 10. Jess Roeder (H-D); 11. Wade Camlin (Hon).
Time: 4 minutes, 36.491 seconds.

HEAT 3: 1. Ronnie Jones (Hon); 2. Troy Norris (W-R); 3. Rex Fisher (W-R); 4. Charlie Orr (Hon); 5. Erik Graybeal (W-R); 6. Scott Scherb (H-D); 7. Dave Camlin (H-D); 8. Steve Aseltine (H-D); 9. Dale Jenneman (H-D); 10. Jeff Davis (H-D); 11. Shawn Granderson (Yam).
Time: 4:37.259.

HEAT 4: 1. Aaron Hill (H-D); 2. Rich King (H-D); 3. Don Estep (W-R); 4. Kris Kiser (W-R); 5. Tim Selby (W-R); 6.Shane Jolly (Hon); 7. Dan Ingram (H-D); 8. Paul Polhemus (W-R); 9. Mike Patterson (29.204); 10. Bubba Bentley (Hon).
Time: 4:41.490.

SEMI 1: 1. Hebb; 2. McCoy; 3. Stump; 4. Garvis; 5. Crow; 6. Kaiser; 7. Darling; 8. Eklund; 9. Gifford; 10. Veeder; 11. Daniele; 12. Resso.
Time: 4:47.458

SEMI 2: 1. Kiser; 2. Graybeal; 3. Scherb; 4. Orr; 5. Jolly; 6. Jenneman; 7. Polhemus; 8. Camlin; 9. Selby; 10. Aseltine; 11. Ingram; 12. Patterson.
Time: 4:46.603.

LCQ: 1. McCoy; 2. Graybeal; 3. Scherb; 4. Orr; 5. Stump; 6. Crow; 7. Jenneman; 8. Jolly; 9. Garvis; 10. Kaiser. **Time:** 4:46.488.

NATIONAL: 1. Chris Carr (H-D); 2. Mike Hale (H-D); 3. Rodney Farris (H-D); 4. Larry Pegram (Hon); 5. Rich King (H-D); 6. Ricky Graham (Hon); 7. Aaron Hill (H-D); 8. Don Estep (W-R); 9. Rex Fisher (W-R); 10. Kris Kiser (W-R); 11. Troy Norris (W-R); 12. Willie McCoy H-D); 13. Erick Gruber (W-R); 14. Dave Hebb (H-D); 15. Ronnie Jones (Hon).
Time: 11:45.446.

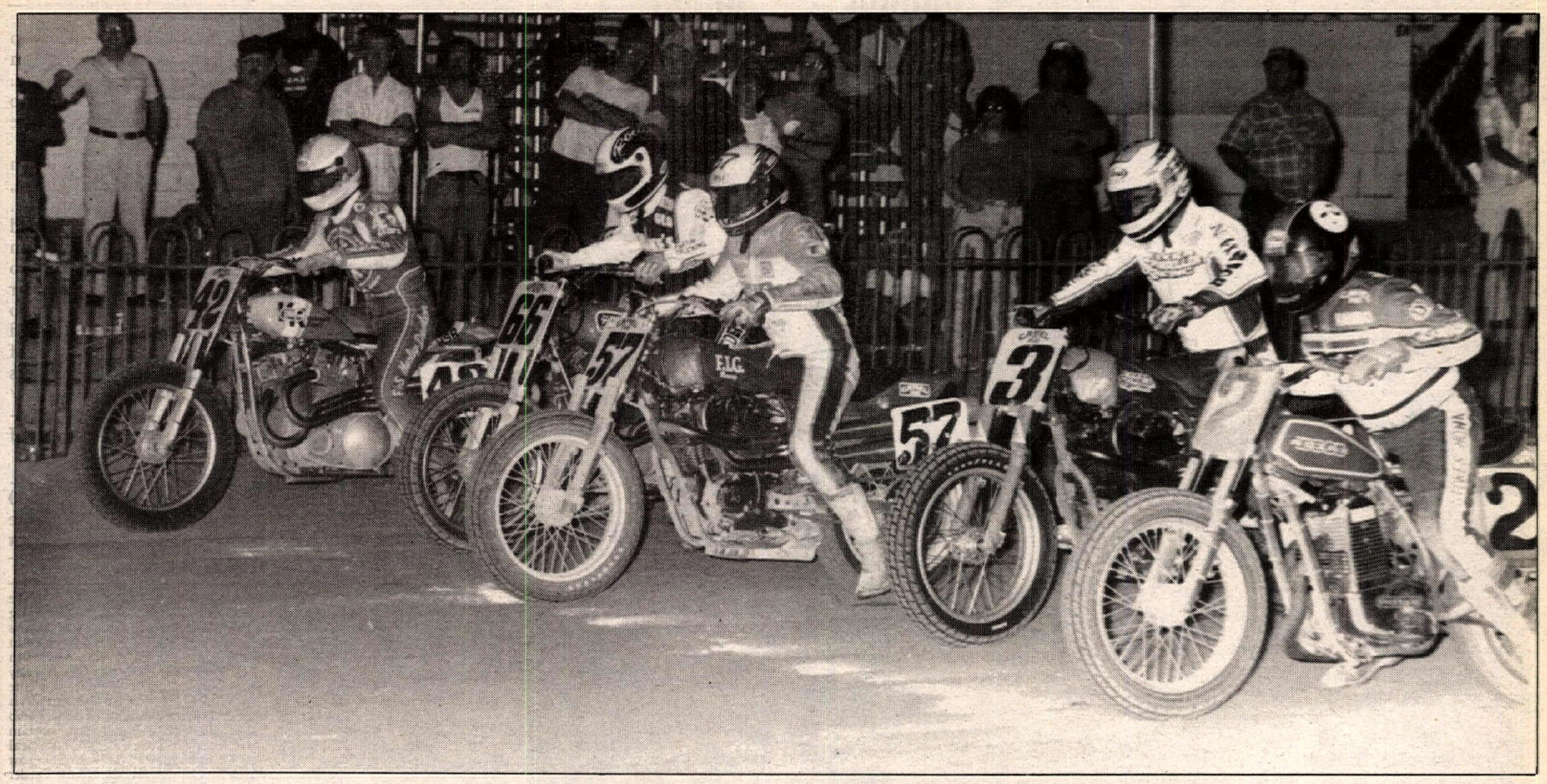
AMA 600cc NATIONAL DIRT TRACK POINT STANDINGS: 1. Chris Carr (60); 2. Rodney Farris (26); 3. Mike Hale (24); 4. Larry Pegram (23); 5. Ricky Graham (21); 6. (TIE) Dave Durelle/Wink Freitas/Dan Ingram (17); 9. Ted Taylor (16); 10. Bryan McDowell (11).

JUNIOR HEAT 1: 1. Tim Selby (W-R); 2. Shane Jolly (Hon); 3. Kent Longcor (W-R); 4. Mike Patterson (H-D); 5. Johnny Resso (W-R); 6. Tom Daniele (W-R); 7. Dale Jenneman (H-D); 8. Bubba Bentley (Hon); 9. Kyle Long (W-R).
Time: 2:552.027.

JUNIOR HEAT 2: 1. Jeff Eklund (W-R); 2. George Garvis (Hon); 3. Frank Kaiser (W-R); 4. Paul Polhemus (W-R); 5. Jeff Davis (H-D); 6. Vic McAnally (H-D); 7. Mike Dillon (W-R); 8. Jess Roeder (H-D); 9. Bill Shoemake (W-R).
Time: 2:54.709.

JUNIOR NATIONAL: 1. Jeff Eklund; 2. Tim Selby; 3. Frank Kaiser; 4. Kent Longcor; 5. Paul Polhemus; 6. Shane Jolly; 7. Vic McAnally; 8. Tom Daniele; 9. Johnny Resso ; 10. Mike Patterson; 11. Jeff Davis; 12. George Garvis.

JUNIOR NATIONAL POINT STANDINGS: 1. Paul Polhemus (57); 2. Wink Freitas (53); 3. Jeff Eklund (46); 4. Tim Selby (42); 5. Cory Perrault (37); 6. (TIE) James Hart/Georgie Price (28); 8. (TIE) Allon McBee/Steve Mayfield/Mike Dillon/Dale Jenneman/Danny Koelsch (20).



Steve Morehead (42) got the jump on George Roeder (66), Rusty Rogers (57), Ricky Graham (3) and Brian Hardin (2) in the Dash for Cash.

Roeder rolls to Old Time Newsies win

By Bert Shepard

DAYTON, OH, JUNE 1

George Roeder II fended off all challenges to score the Expert class main event win at the Old Time Newsies charity race, held at the Montgomery County Fairgrounds. Now in its 21st year, the event has become one of the largest non-National events in the country, and this year raised $30,000 for local Miami Valley charities.

Five-time event winner Steve Morehead was the fastest in qualifying, posting a 25.117-second lap time that bested the track record of 25.899 seconds, set by Gary Scott in 1983.

"That was bugging me for a long time," said Morehead. "The track is no better, we're just going faster."

Rusty Rogers was fastest off the line in the first heat race, and led Morehead, Darrin Erichsen and Larry Pegram through the first turn. Morehead stole the lead from Rogers as they exited turn four and went on unchallenged for the remainder of the race. Rogers fended off the charges of Erichsen, while Pegram looked for a way to improve his position. Morehead greeted the checkered flag in first, followed by Rogers, Erichsen, Pegram and Brian Hardin, who scored the last transfer position.

Roeder dominated the second heat, as he sped off the line and romped away to an easy win. Two-time Grand National Champion Ricky Graham finished in the runner-up spot, while Doug Davis nipped Scott Stump at the flag to claim third place. Duane Veeder crossed the finish line in fifth, earning the final transfer position.

Morehead used the outside pole position to grab the holeshot at the start of the final. Roeder, Rogers, and Graham trailed the Findlay Flyer, but it wasn't long before Roeder made his move. Roeder held it wide open in turns three and four, and put his Roeder H-D/Mike's H-D/Southeast H-D/Sartin Trucking/Eagle Racing/ Fulton Enterprises/Bill Sherman Farms/ KK MC Supply/Krazy K's Kustoms/Voss Inc./Johnson Body Shop-backed XR750 into the point position.

At the halfway point, Roeder continued to lead, while Morehead fought off the charges of Rogers and Graham. Fifth place was up for grabs, as Stump, Veeder, Davis and Pegram mixed it up. On the white flag lap, Morehead got into a tank-slapper coming out of turn two, and Rogers scooted into second. Roeder scored the win, followed by Rogers, Morehead and Graham. Stump prevailed in the battle for fifth, while Veeder, Pegram, Davis and Hardin rounded out the field.

"This feels real good," said a happy Roeder. "Especially since I beat Steve. He's the guy to beat!"

Morehead stormed back with a vengeance in the Gary Stolzenburg's F&S Harley-Davidson-sponsored Edgar Fuhr Memorial Dash for Cash. The four-lap race featured the night's five fastest qualifiers; Morehead, Roeder, Rogers, Graham and Hardin.

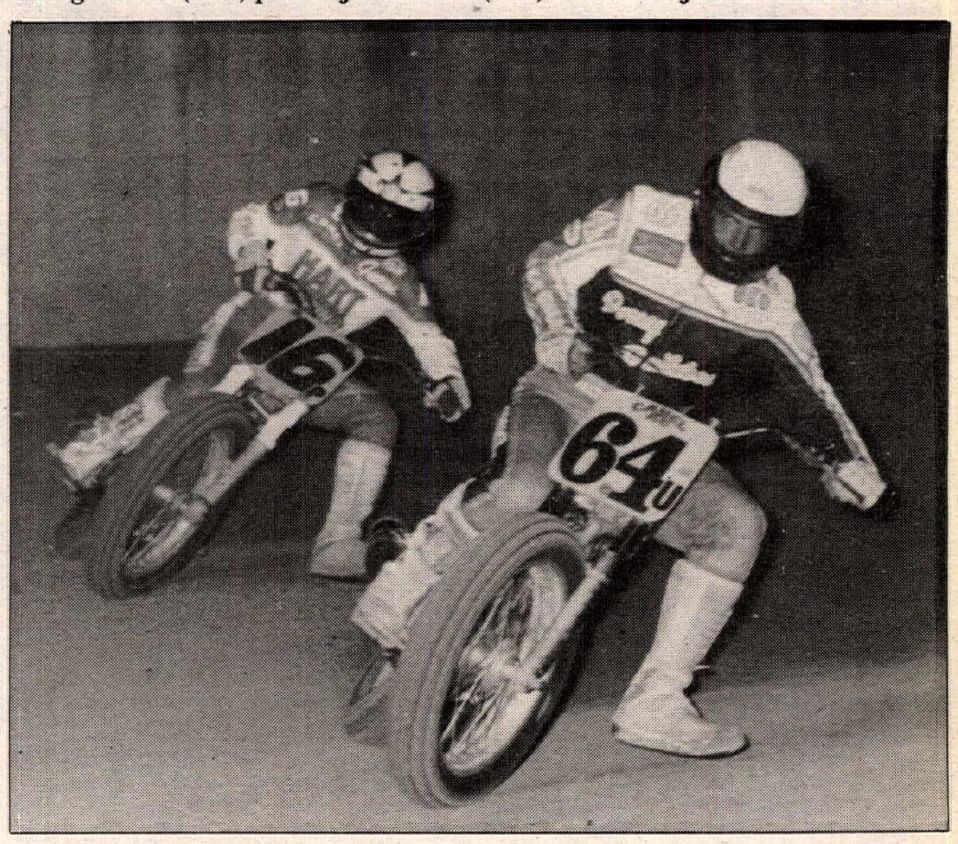
Morehead leapt off the line and led from wire-to-wire. Behind Morehead, Rogers fought off the advances of Graham, Hardin and Roeder to the finish line.

"This is how we should've had it set up in the main," said Morehead. "This race has always meant a lot to me, because I rode for Furgie."

James Hart grabbed the holeshot in the Junior main from the outside pole position, with Georgie Price in hot pursuit. Hart went a little high in turn two on the second lap and Price scooted into the lead. Once into the lead, Price opened up his Dorsey Builders/Bell/D&S Cycles/Pops Sweetan/Mills H-D/-sponsored, Johnny Goad-tuned Harley, and cruised to the win. Hart finished second, ahead of Danny Koelsch and John Reusso.

Rodney Mashue nabbed the holeshot in the Pro-Am final, with Brian Strong and Bob Miller shadowing him. With a clear track ahead of him, Mashue pulled away from the field and established a five-second lead. Miller found his way past Strong, and crossed the finish line in second place. David Lesniak finished fourth, and Ken Mohler rounded out the top five. CN

Georgie Price (64U) passed James Hart (16P) to win the Junior main event.



Results

EX: 1. George Roeder II (H-D); 2. Rusty Rogers (Hon); 3. Steve Morehead (H-D); 4. Ricky Graham (Hon); 5. Scott Stump (Hon); 6. Duane Veeder (H-D); 7. Larry Pegram (W-R); 8. Doug Davis (H-D); 9. Brian Hardin (W-R).

JR: 1. Georgie Price (H-D); 2. James Hart (W-R); 3. Danny Koelsch (H-D); 4. John Reusso (H-D); 5. Mike Varnes (H-D); 6. Brett Beyer (H-D); 7. Jess Roeder (H-D); 8. Mike Butler (W-R); 9. Dave Rabinette (Hon); 10. Pat Buchanan (H-D).

PRO-AM: 1. Rod Mashue (Hon); 2. Bob Miller (H-D); 3. Brian Strong (W-R); 4. David Lesniak (W-R); 5. Ken Mohler (H-D); 6. Tim Lowe (H-D); 7. Robert Gette (W-R); 8. Bill Kinsey (H-D); 9. Edgar Storm (Hon); 10. Tim Humphries (H-D).

INTERVIEW Part II: Jos P. Vaessen

The man who calls the bluffs

The FIM's outspoken president fears neither Bernie Ecclestone nor the tobacco giants. In this concluding part of our interview, President Vaessen tells the FIM's side of the TV rights negotiations, shrugs off any threat of a new "World Series," and touches on other subjects.

By Dennis Noyes
Photos by Henny Ray Abrams

So it's time to talk about the television side of this business. Bernie Ecclestone said at one point in his recent interview something that is an uncomfortable truth. He said, "You know and I know that once the race is underway the cameras only follow the leaders and it doesn't matter how many bikes are in the race." What would you say to that?

You know and I know that Bernie, who is still a friend of mine, says he is not interested in spectators. Bernie can have a TV show with only one car racing, Senna by himself, but we, the FIM, think of the spectators in the grandstands and of the sport. We want the grids full and the grandstands full. Sure, 90-percent of the sponsorship money is in those few riders who are in the lead and Bernie is interested in those sponsors and he does a good job for them. His business is TV and sponsors. But I am the president of a Federation and my responsibility is different. I think Bernie is doing a good job at what he is paid to do, and Roberts also, but I must make sure that I care for the sport. The Dorna contract is a commercial contract. But it is good for the sport and not just good for a few teams."

Let's talk about the TV contract now. Is it true that you were never pleased with the Motomedia-I.S.C. contract?

I was never pleased with the fact that the FIM gave Motomedia the power to deal the TV rights. How could the FIM give 45-percent to IRTA and 45-percent to Ropa and 10-percent for the FIM? I never objected to the Ecclestone (I.S.C.) contract, I objected to Motomedia. I had to call in ROPA and IRTA and redistibute the shares of these profits to 33-percent for the FIM and 33-percent for each of the others in Motomedia.

Your impression is, then, that I.S.C. has done a good job?

A good job for whom? I am sure that Bernie has done a good job for his interests. There were a million and a half dollars to be split up last year, a half million for each, the FIM, ROPA and IRTA. But Bernie's real business is Formula 1. If he has sufficient time maybe he can make more money from bikes, but if he has less he makes less. It is no good having our TV rights in the hands of a man who also has Formula 1 rights. Bernie has the Formula 1 races with the home broadcasters, but the motorcycle races are on cable. I cannot say that there are more people seeing the races because I don't have reliable statistics from before the I.S.C. contract in order to compare, but I think we may have more hours of TV time with the satellite station coverage, but maybe less viewers. I am not sure we have increased the TV audience with the I.S.C. contract. I see Bernie selling bikes and cars as a package deal and I see that in your interview he says that on a scale of 10 as measurement of professionalism he puts Formula 1 at 10 and bikes at 3 and this makes me angry because Bernie does not put cars at 8 or 9, but at 10, perfection, and I see that he never would want bike racing to be a rival of Formula 1. Finally I must clear something up: the management council did not choose to accept Bernie Ecclestone's bid for the TV rights because they decided that it would be a conflict of interests for Bernie to hold both bike and F-1 TV rights. That is how he wants it to be. Balastre said in an interview that I read that the only rival he sees on the horizon in the future for Formula 1 is GP bike racing. Ecclestone knows this is true and that is why we cannot have the TV rights of bikes and Formula 1 cars in the hands of the same man, especially when the business of this man is Formula 1.

If his bid was not considered, why was he invited to bid?

He was one of seven bidders and I visited him and negotiated with him, but when the first bids were put there was objection from within the Management Council to the FIM accepting his bid and he knew this. The first objections were made in September when offers were already being considered but the final decision to reject Bernie's offer was made before the Congress in Budapest. Two weeks after the Congress, I went to see Bernie in London and to explain all this to him. He knows all this.

He feels that he should have had the option to continue if he equalled the highest bid because he was the original contract holder.

He cannot say he wants to continue his contract with the FIM because he never had a contract with the FIM but with Motomedia. The Management Council would not have given this contract to him because of the principle of the thing . . . because of the conflict of interests. The fact that Bernie got the contract was really IRTA's doing, although ROPA were there at the end. I have taken the power to deal our TV rights back from Motomedia and this is the first time the FIM has directly done a major TV deal. I see in your interview that Bernie says he is naive and I have to start laughing. Bernie is never naive, he is far too clever and he certainly made a good deal for himself in his dealing with Motomedia.

Would you take issue with any of the other things that he said in the interview?

Yes. He says that he never wanted title sponsorship when in fact he was the first to bid for title sponsorship. It was because he wanted to bid for title sponsorship that I had to get in touch with the other bidders during the final stages of the bidding and tell them all that we were now accepting bids for a contract that would include title sponsorship. It was because of Bernie's bid that I had to write all the candidates to tell them in August that we were now bidding on a five-year contract with title sponsorship. Bernie wanted four title sponsors . . . one for each class, but I changed that to one overall title sponsor.

Bernie also said that he also doubted that sealed bids were solicited and that it seemed to him that some bidders knew what other bidders were bidding.

This is absolutely untrue. There were sealed bids and they are all still in the FIM safe. The only man who knew all bids was me. Some bidders told their bids to their own Federations. Some companies approached the FIM via Jo Zegwaard, so he knew some bids. But nobody knew all the bids. In the Management Council I opened the largest bid and it was from Dorna and everyone was satisfied with the bid and the bidder so we did not open the other bids.

In the General Assembly, the Secretary General of the Italian Federation claimed that there had been a larger bid than $30 million.

That bid came from the Italian company, from Flammini, but it came too late because I had already announced before the Management Countil that Dorna had bid $30 million and that now I would negotiate to close the deal only with Dorna. At nine o'clock on the Sunday before the meeting of the Management Council, I put all the documents in the safe, sealed and signed, and at 9:17 a fax came in offering $32 million, $12 million more than the previous offer. All candidates knew that the bidding had closed. But anyway we are not obliged to accept the highest bid. I would not have accepted the Italian bid even if it had come earlier because I can see he is bluffing . . . he is gambling. The Italians started with $6 million, then $10 million, $15 million and then $20 million, and then the day after the decision had been made and announced in the Management Council for $30 million, they sent a fax offering $32 million. This is not the way a businessman bids. It is the way a gambler bids. Now take Dorna, they bid once, $30 million . . . take it or leave it. Dorna is backed by Banesto, a very large bank. Dorna is a famous and important company, and we know that Dorna is strong, so strong that it could afford to lose the money. Dorna is not a one-day company. They have a 35-year TV contract with the Real Madrid soccer team and an eight-year contract with the Barcelona soccer team. They say, maybe we will lose initially, but they are serious about this and are making a long-term investment.

I recall that at the General Assembly, Sr. Maazzi, the General Secretary of the Italian Federation, asked that the bidding be kept open for an additional 24 hours and stated that he knew for a fact that a bid higher than Dorna's had been made. Your reaction to that was to call for what was in fact a vote of confidence. This seemed a drastic measure.

We could not make fools of ourselves after having already closed the period of bidding by opening the bidding again. This would not have been fair

to the bidders who had been given a deadline. I had, as FIM President, been empowered by the Management Council to handle this matter and I had. In fact the Management Council had told me in June that I could terminate the matter and sign a contract, that they were pleased with the way negotiations were being handled, but I did not want to do this before the General Assembly. Then in June much higher bids came in and Dorna's bid was the highest and the Management Council after being informed of Dorna's importance and solvency empowered me to negotiate only with Dorna to close the contract. What we were voting on was whether the General Assembly approved of the way the negotiations had been handled by the Management Council and the president.

And their approval was by a large majority. I have heard that Dorna used a middleman to approach the FIM and that, according to Bernie Ecclestone, a large commission was paid to someone.

Dorna were in fact the only company to use an agency to place their bid with the FIM. This is normal practice. They used a Dutch company which buys from Dorna rights to weekly highlights of the Spanish First Division of Soccer for Dutch TV. The agency, Topsport which used to be Interfutbol, received no commission from us, I can assure you. I told them that from the beginning, but I have no idea and it is none of my business or anyone else's whether they receive a commission from Dorna. Bernie knows how TV rights sales are done but he amuses himself pretending to be naive. He is far too clever, far too smart to ever be called naive.

In favor of Dorna, they have their solvency, but they also lack experience in motorsports.

Sure, this is a complaint I hear. With a company like Dorna working at such high levels in European soccer and handling NBA rights too in Europe, it is not a problem to buy the expertise you need. Dorna have already acquired the experts and you will see them at the FIM-Dorna press conference in Jerez. They have men like Carmelo Ezpeleta, a very experienced man in organization and promotion. They have Mr. Roures also, former Sports Director for the big TV-3 company in Barcelona. This kind of large company has absolutely no problem buying the experience that they need. Our TV experts tell us that there is a limited amount of money out there for sports TV rights and that if we have sold motorcycling rights for $30 million we have probably taken $20 million from tennis and $10 million from Formula 1. That is good for us, but not so good for Bernie.

The major sponsors like Marlboro, Rothmans and Lucky Strike are concerned that the title sponsorship that Dorna is allowed to contract will dilute the value of their sponsorship investment.

The title sponsorship is very restricted. No alcohol, no tobacco. And there is no exclusivity clause. If the title sponsor were, say, Coca-Cola, Pepsi would still be able to buy signage. Who can deny the FIM the right to sell title sponsorship? The organizer pays the FIM only 5000 Swiss Francs ($7250) to run the GP. We must send people to each GP and it costs us money. We could charge each organizer a half million dollars and eliminate title sponsorship. I prefer to bring the money in from outside the sport. Bernie gives the impression that we have given vast marketing rights to Dorna, but that is not true. Title sponsorship will not hurt anyone.

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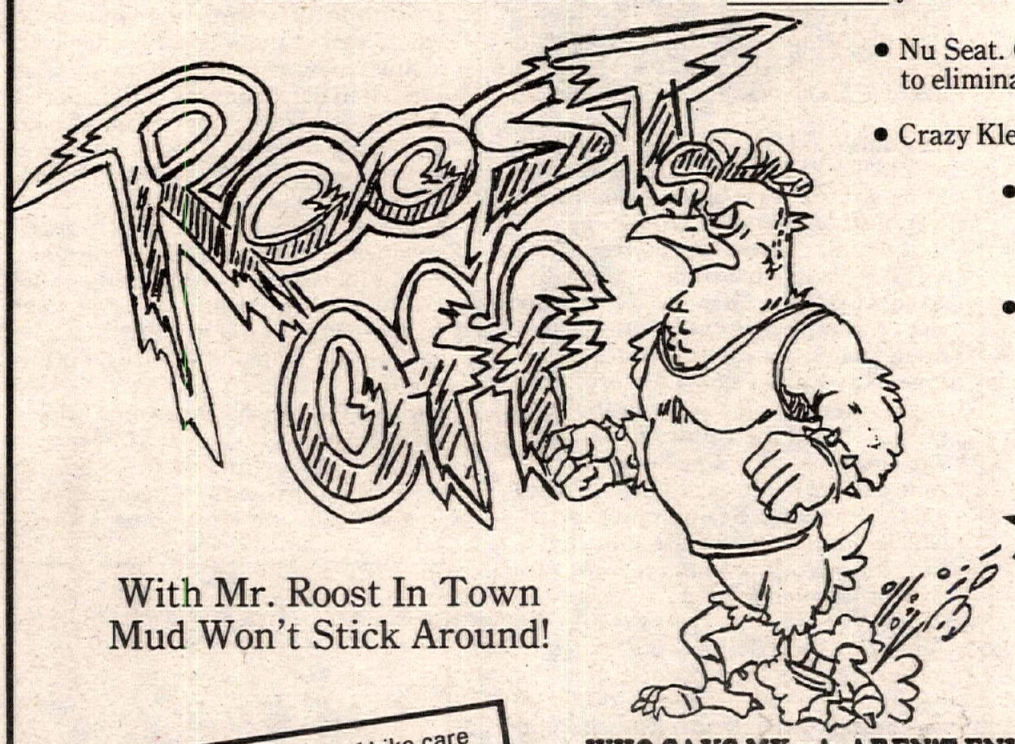

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INTERVIEW Part II: Jos P. Vaessen

Why do you think that the major sponsors are uncomfortable with the Dorna contract? Why has John Hogan authorized Leo de Graffenreid (Marlboro) to say that if Ecclestone loses the TV rights they might pull out?
Who knows if Leo de Graffenreid speaks on his own or if it is John Hogan. I have never met John Hogan, yet I am told he was at the Geneva meeting where the Dorna contract was discussed and he did not even come up to introduce himself to me. We all know that Marlboro has a very good relationship with Ecclestone in Formula 1, but this is no reason to attempt to take such an attitude toward Dorna. The Dorna contract can never be the enemy of the sponsors. This is a curtain of smoke that they are lifting before our eyes. The real enemy of the major sponsors is the anti-tobacco legislation from Brussels.

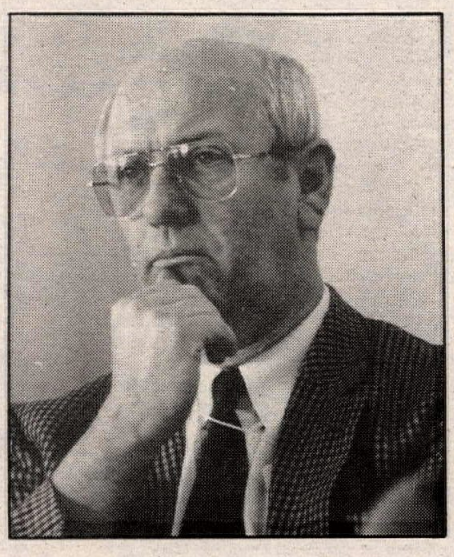
The "World Series" threat

There has been a lot of talk about a new "World Series." What will the FIM do if the major teams and sponsors form a parallel championship series?
If they wish to do this inside the FIM then they need the permission of the FIM. If events are linked internationally, if a series is created, then the organizers and all riders and teams must have FIM authorization and they can only receive this if they sign an agreement with the FIM to also race the existing FIM Grand Prix races. But we will never allow them to do anything which hurts the prestige of the GPs.
Is this what happens with the Masters of Motocross series organized by Luongo?
Yes, this is the right example. All the riders who participate in the Masters also ride in the FIM World Championships. If they want to run a World Series they must sign a contract with us to race all our events.
(This is not true because not all of the American riders who ride the Masters ride in the World Championship events, however, most do ride the American MX and SX Championships. Whether the FIM can legally oblige riders to participate in the World Championships is a point that would have to be tested by international law. Officials from IRTA and team managers are certain that such a ruling would not stand in court, but President Vaessen is equally certain of the FIM's power to protect itself against a "pirate" championship . . . Dennis Noyes.)
Supporters of this idea say that the FIM does not have the power to force riders to ride the FIM Championships and they say that a TV deal with Bernie Ecclestone would make their series more important than the FIM championship.
They will find that the FIM does have this power and that the FIM will use this power. We will never allow any series of international races to harm the GPs so the riders will have to ride both the GPs and the other series if they want to ride with FIM permits. Now they complain against riding in 15 events so it is hard for me to believe that they could ride another 10 or even five events in a season. The FIM will not allow them to ride their series and not ours. If they want to do this they must leave the FIM and go it on their own and of course they will fail because these attempts at parallel championships always fail and the riders are the losers. Bernie, in your interview, says that if he were approached with such an idea he would be interested. He does not say he would help because he cannot help. He is in FOCA and FISA and will not work against the FIM. Bernie is vice president of the FISA, and the FIM and the FIA work very closely together. He is not seriously planning to become involved in organization of a series. He just says he "would be interested." When a Japanese businessman says that he might be interested in something, what he really means is he is not interested and that is what Bernie is saying. He cannot tell you the truth . . . that he would never support this World Series . . . because his big

sponsors and clients like Marlboro would not like this. But this is another bluff and the FIM has already called this bluff once and we will do it again if the riders allow themselves to be mislead into such a thing.
Assuming that Bernie Ecclestone stands completely outside the actual organization, but that a series is put together with top teams, factory bikes, top riders and acceptable circuits . . . then the rights of this package could be offered to Bernie Ecclestone and he could take it on through I.S.C. strictly as a business propostion.
No, he couldn't. Why should he? If it is not a World Championship, why should he attempt to do harm to the FIM? And do you really think the Japanese factories support such a thing? The Japanese factories are very loyal to their association to the FIM. In spite of what Kenny Roberts and Paul Butler think, the Japanese are very interested in having the true world title. The Japanese factories have been racing the FIM World Championships for over 30 years. They are not going to break from the FIM. This is something everyone knows. These attempts to form break-away championships always fail . . . we have seen it already with the "World Series," but also in other sports — tennis, soccer. No one has been able to establish a long term series outside the controlling international federation. They cannot upset me with that bluff. If they want to do it, let them do it. I know what will happen and they do as well.
If a parallel World Championship is attempted and the riders want to race under FIM license, will the FIM revoke their permits or order their national federations to do so?
If they want to run a series of international races, linked as a championship, I will allow them to do it providing first of all that they apply for FIM approval and that they agree to ride the entire FIM World Championships and, of course, we would restrict them to a limited number of events as we do with the Masters of Motocross series. I have explained how this would work. If they wish to try outside the FIM, then they will fail. In the first moment that I see any attempt to hurt the established FIM GP series I will act with all the power that I have as FIM president to protect the FIM GP Championship. They cannot scare me with that. They are bluffing. If they want to do it, taking the risks that they will be taking, let them try. I will use all my power to defend the FIM.

Other subjects

The interview with Jos Vaessen was nearly two and a half hours long and covered a wide variety of subjects that cannot for reasons of space be included in this text. Here are a few of the more significant statements of President Vaessen on other subjects:
About IRTA's proposed boycott of the 1990 Swedish GP: Mike Trimby told everyone in 1989 that the IRTA teams would not be in Sweden for the 1990 GP. This cost him five bottles of whiskey that he bet with (Anders) Aberg (Swedish member of the FIM Road Racing Commission). After my election I told Paul Butler and Mike Trimby that the FIM would not accept any threat or ultimatum from anyone and they understood this and withdrew their threat of a boycott. They had no power to override an FIM Management Council decision and I told them this. No group of teams can eliminate a whole area of the world, Scandanavia, because they say it is not of commercial interest to their sponsors. The factories do not want to ignore Scandanavia. The King of Sweden is, by the way, a close personal friend of Mr. Honda. When IRTA was prepared to talk without threats we were able to reach an agreement. We raced in Sweden last year. This year Sweden has a Superbike World Championship race and next year if they carry out the modifications we have asked they will have their GP again.
On the World Championship Superbike Series: This is an important second series, behind the GPs, but we are very happy with its development. In the future we are hoping to have



more and more GPs outside Europe and we cannot promise all organizers a GP every season, but with our coming rotation system an organizer can have the GP one year and the Superbikes the next. It has never been our idea to replace the 500s with Superbikes as some have said. We want Superbikes as a strong second series, and that is why we have signed a new contract with Flammini to continue running the Superbike championship.
On GPs outside Europe: New tracks are being built in many places . . . in Riga, Russia, in India, in Venezuela, in South Africa. The World Championship now has 10 races in Europe and the rest outside Europe, but in the future it may be seven or eight races outside Europe.
On the proposal to include 750cc four strokes in the GPs: It makes me very angry that the FIM was blamed by the riders for making this proposal. This was an IRTA proposal put out by Motomedia, but when the riders protested, IRTA pretended that they had nothing to do with it. The riders should know that this was an IRTA proposal in order to make the grids look better on TV. I did not like this idea and I asked the Management Council to reject it, but it angers me that IRTA makes this proposal and then hides from their own riders and lets them blame the FIM when Paul Butler knows that the FIM had nothing to do with this idea.
On relations between the FIM and IRTA: I had a telephone call from Paul (Butler) two weeks before the Spanish GP and he said he would like to get together with me for an hour to talk about things . . . to update things he said. I said if there was no urgency we could meet in Jerez and he said that was fine. Then suddenly I find an article written by Gunther Wiesinger which says in German something like, "The World Series is beginning while the gentlemen from the FIM wait around." I am amazed when I read that in the middle of May there will be a high level conference between myself and IRTA delegates. So I see that Paul Butler tells Gunther this, but of course Paul has only said he wants to have a chat. The headline that Gunther writes means "Kenny Roberts defecates on the FIM," and this is probably a good headline to sell papers but I am no longer surprised by such things. This does not help our relationship with IRTA. We consult with IRTA and take their opinions into consideration. Paul Butler is an employee of Kenny Roberts and Marlboro and like all the members of the Executive Committee of IRTA he represents the interests of the happy few, the big teams. I respect this and respect the limited power that IRTA has, but I sit in a different chair and I truly represent the long-term interests of the whole sport. But I do not like IRTA feeding news that is false to the press. They tell you that they have agreements with the Japanese but the Japanese tell their true feelings to the FIM not to IRTA. We work with all FIM associate members as long as the members respect the absolute authority of the FIM. I believe that some journalists hide from me because they do not want to let facts ruin a good story. IRTA gives them many "good stories" and this "paddock talk" does not help to keep good relations between IRTA and the FIM.

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Jos Vaessen seems very sure of himself, very sure of the support of the Japanese factories and absolutely certain that the threat of a parallel championship is a bluff. But if you speak with IRTA's leaders, you will find that they are equally certain that Vaessen is overestimating his strength. They claim that the major sponsors and the factories themselves are now seriously considering the possibility of a parallel championship. I know for a fact that plans have been made and schemes hatched, but the key figure in all these plans seems to be Bernie Ecclestone, savior to some, boogie man to others. The half-dozen people in the paddock who know and understand (which is not the same thing) what is happening, believe that if Ecclestone decides to throw full behind-the-scenes support to the "pirates," the FIM is going to have a real fight on its hands. Rodil bet against it happening and won, and so far Vaessen has played his cards well . . . so far. CN

7th Annual Dino Daze Vintage MX

Murphy, Gibony thump to victory

By Clay Light

OLYMPIA, WA, JUNE 1

Over 200 riders showed up for the 7th Annual Dino Daze Vintage Motocross held at Thurston County ORV Park, but it was Buck Murphy and Richard Gibony who came away the big winners. Murphy topped the Open A and Gran Prix classes, while Gibony won the Over 40 A and 500cc Pre-Unit classes.

Gibony got the ball rolling by storming to the heat race win in the 500cc Pre-Unit class, aboard his 1965 Matchless-powered Rickman. Following Gibony across the line was Butch Cochran, while Ross Poitras and Mark Julian led the way in the second heat race.

In the final, most of the riders went down in the first turn and a restart was ordered. Gibony proved to be a little too anxious at the start, and was sent to the back row. Kleeve Hodson grabbed the holeshot ahead of Cochran, Bob Lindsey, Julian and Poitras. Gibony stormed through the field after starting in last place, and took over second on lap two. Once into second, Gibony set his sights on Hodson and sailed past on lap three. Once in front, Gibony set sail and cruised to the win. Cochran scooted into second place at the finish, ahead of Hodson, Lindsey and Julian.

Murphy smoked the Open A class aboard his 350cc Honda four-stroke. Murphy, who rode for Team Can-Am, Penton, and Rokon in the early 1970s, was never seriously challenged for the win. Jim Keeton kept the leader in sight, but was unable to chip away at Murphy's lead. Murphy crossed the finish line well ahead of Keeton, Greg Sheard, Lewis Pugh and Dean Biddle.

Murphy returned in the Gran Prix race, that combined all of the day's overall winners, and roosted off with the win in similar fashion.

Scott Allen scored the win in the first 125cc heat race ahead of Keith Anderson. Heat two featured a heated battle between Craig Bowman and Erik Giersten. The two riders dueled for the entire eight laps, but it was Bowman who greeted the checkered flag in first.

Giersten darted off the line in the final, and held the lead for four laps until Bowman charged past. Giersten and Bowman diced for a few laps, until Allen joined in and passed them both. Allen notched the win, ahead of Bowman and Giersten.

Terry Merryhew was fastest off the line in the 250cc Sportsman race, and led Gary Flagler and Bowman through the first turn. Bowman stormed past Flagler on the first lap and set after Merryhew. Bowman passed Merryhew late in the race and secured the win. Merryhew finished second, ahead of Joe McCormick, Flagler and Bob Franklin. CN

Results

L/W 125 A: 1. Scott Allen (Hon); 2. Craig Bowman (Hod); 3. Erik Giersten (Bul); 4. Marc Trunkey (Suz); 5. Vaughn Mansfield (Pen).
L/W 125 B: 1. Henry Schnackenberg (Hus); 2. Roberto Massini (Hus); 3. Dan Anderson (DKW).
L/W 250 A: 1. Brett Giboney (CZ); 2. Terry Merryhew (Oss); 3. Erik Giersten (Bul); 4. Ben Hall (Gre); 5. Anton Kroupe (Suz).
L/W 250 B: 1. Larry Hortor (A-E); 2. Denis Mitchel (Tri); 3. Casey Callinski (Oss).
SPTSMN 250 A: 1. Craig Bowman (Hon); 2. Terry Merryhew (Oss); 3. Joe McCormick (C-A); 4. Gary Flagler (Hus); 5. Robert Franklin (Suz).
SPTSMN 250 B: 1. Shawn Hohman (Hus); 2. Jim Keeton (Hus); 3. Jeff Franks (Hon).
SPTSMN 250 C: 1. Ed Parsons (Hus); 2. Chris Woodsun (Ric); 3. Brad Poe (Ric).
500 PRE-UNIT: 1. Richard Giboney (Mat); 2. Butch Cochran (Mat); 3. Kleine Hodsdon (BSA); 4. Robert Lindsey (BSA); 5. Mark Julian (Mat).
SPTSMN 500 4-STRK A: 1. Larry Saxton (Duc); 2 Kevin Hamilton (BSA): 3. Jack Calinsky (Hon); 4. Tim Hamilton (BSA); 5. Klaus Hohman (BSA).
SPTSMN 500 4-STRK B: 1. Richard Marshall (BSA); 2. Bruce Granum (BSA): 3. Shane Hamilton (BSA).
SPTSMN 500 2-STRK A: 1. Mike Mohrbacher (Yam); 2. Butch Cochran (Bul); 3. Stan Capps (CZ); 4. Gene Boere (Bul); 5. Steve Row (Mai).
SPTSMN 500 2-STRK B: 1. Dean Biddle (CZ); 2. Lewis Pugh (Suz); 3. Neil Giersten (CZ).
SPTSMN 500 2-STRK C: 1. Bob Haught (Mai); 2. Ben Hall (Gre).
OPEN A: 1. Buck Murphy (Hon); 2. Jim Keeton (Hus); 3. Greg Sheard (Gre); 4. Lewis Pugh (Suz); 5. Dean Biddle (CZ).
40-OVER A: 1. Richard Giboney (Mat); 2. Arlen Anderson (Bul); 3. Jack Callensky (Mai); 4. Gary Flagler (Hus); 5. Bill McCandless (Mai).
40-OVER B: 1. Jim Keeton (Hus); 2. Klaus Hohman (BSA): 3. Kleeve Hodsdon (BSA).
40-OVER C: 1. Richard Marshall (BSA); 2. Christopher Woodsun (Ric); 3. Denis Mitchel (Tri).
GP: 1. Buck Murphy (Hon).

DeVeau stars at Sears Point RR

By Laura Elvin

SONOMA, CA, MAY 26

Dwayne Chung and Dave Deveau continued their dogfight for the AFM Series Championship at Sears Point Raceway, with Deveau getting the upper hand in this the second race of the season.

Formula One was one of the better races of the day with Joe Brett Williams and Tom Montano engaging in an early battle for first place. The two bikes were off the line and into the hills side by side, but the order was to change. Before the first lap was completed Deveau was coming up strong, followed by Chung. Deveau and Chung made a quick trip up the ranks and began their warfare for the lead spot. Behind them, Williams lost his rival when Montano lost the front end and crashed in turn three.

Traffic put more and more space between Deveau and Chung. As Deveau rode off alone, Chung diced with Williams for second until a red flag in the chicane brought the race to a premature end. By that point, Chung had the better of Williams.

Geep Terranova had a short-lived lead in the 750cc Superstreet, as Dwayne Chung took his Suzuki past the others before heading up the hill into turn two. Chung opened his lead quickly, and just as quickly Mark McDaniel caught and passed Terranova for second. If anything was planned for the closing laps, it was not to be revealed as another red flag came out. This time, Terranova, who was battling with no one other than a lapped rider, crashed in the chicane. His injuries included a broken kneecap and femur. Since the halfway mark had been reached, the results of the lap prior to the red flag were official. Chung took his second win of the day (he also won the 600cc Superstreet, earlier). McDaniel took second and Terranova, despite the crash, took third.

Deveau took his second-in-a-row win in the 750cc Production, with Mark McDaniel in second and Dean Mizdal in third.

Deveau was not to repeat his win in Open Production, though. A first lap crash in turn 10 by the AFM Champion opened the path to an easy win by Mark McDaniel.

Results

250 PROD: 1. Jeff Leggitt (Kaw); 2. Brian Bartlow (Kaw); 3. Edward Ernst (Hon); 4. Kevin Smith (Kaw); 5. Darrell Johnson (Kaw).
450 PROD: 1. Nader Aghajani (Yam); 2. Chuck Sorensen (Yam); 3. Jamie Lynn (Yam); 4. Michael Smith (Yam); 5. Andy Robinson (Yam).
600 PROD: 1. David Stanton (Hon); 2. Ray Zech (Yam); 3. Brian Parriott (Hon); 4. Tom Montano (Suz); 5. Todd Hoeft (Yam).
750 PROD: 1. Dave Deveau (Suz); 2. Mark McDaniel (Suz);l 3. Dean Mizdal (Suz); 4. Paul Hart (Suz); 5. Ross Wells (Suz).
OPEN PROD: 1. Mark McDaniel (Duc); 2. Dean Mizdal (Suz); 3. Brian LeFevre (Suz); 4. Barry Saudan (Yam); 5. Randy Neher (Yam).
250 S/ST: 1. J.L. Williams (Suz); 2. Jeff Leggitt (Kaw); 3. Roque Torres (Suz); 4. Michael Aron (Yam); 5. Scott Elledge (Yam).
450 S/ST: 1. James Randolph (Yam); 2. Greg Sanders (Yam); 3. Jaime Lynn (Yam); 4. Brok McAllister (Hon); 5. Jeff Ortlip (Yam).
600 S/ST: 1. Dwayne Chung (Hon); 2. Tom Montano (Yam); 3. David Francis (Hon); 4. Darrell Parker (Yam); 5. Michael Riley (Yam).
750 S/ST: 1. Dwayne Chung (Suz); 2. Mark McDaniel (Duc); 3. Geep Terranova (Suz); 4. Brok McAllister (Suz); 5. James Faulkner (Suz).
OPEN S/ST: 1. Robert Mesa (Yam); 2. Ken Louketis (Suz); 3. Doug Kamholz (Yam); 4. Roque Torres (Yam); 5. Brian LeFevre (Suz).
F-1: 1. Dave Deveau (Suz); 2. Dwayne Chung (Suz); 3. Joe Brett Williams (Hon); 4. Ken Evan (Suz); 5. Brok McAllister (Suz).
F-2: 1. Peter Wensloff (Yam); 2. Kent Kunitsugu (Yam); 3. Dave Avery (Yam); 4. Chris Waller (Yam); 5. Wayne Montoya (Yam).
F-4: 1. Karl Matterson (Hon); 2. Dave Pare (Hon); 3. John Morrison (Bul); 4. Robert Hollister (Suz); 5. Rich Weidenbach (C-A).
VINT: 1. Eric Swortsfigure (Nor); 2. Peter Watson (BMW); 3. David Troetschler (Duc); 4. Tom Terry (Nor); 5. Craig Weeks (Yam).
F-SGL: 1. Joseph Elkins (Yam); 2. Denny Doherty (Hon); 3. Zeljko Perasil (Yam); 4. Edwin Wamser (Yam); 5. Mike Canfield (Yam).
650 TW: 1. Michael Summers (Hon); 2. Eric Swortsfigure (Kaw); 3. Alan McKenna (Hon); 4. Pete Demas (Hon); 5. Dave Strickland (Kaw).
OPEN TW: 1. Paul Orlandi (Duc); 2. Gordon Seim (Duc); 3. Steve Sein (Duc); 4. Nick Hayman (MGZ); 5. Hugh Vanderford (Yam).
OPEN GP: 1. Robert Mesa (Yam); 2. Denny Doherty (Yam); 3. Aaron Howe (Suz); 4. Doug Kamholz (Yam); 5. Dave Hartman (Yam).
F-40: 1. Denny Doherty (Yam); 2. Paul Orlandi (Hon); 3. Bill Eggimann (Yam); 4. Croft Jervis (Hon); 5. Robert Brutcher (Suz).

Terry Merryhew (27) led Craig Bowman (43) at Thurston County Vintage MX.

Killebrew, Campbell score at Blythe MX

By Karen Guthrie

BLYTHE, CA, MAY 26

Six pairs of riders competed in a benefit buddy race during intermission, at the third round of CMC's Midsummer's Night Classic at Blythe Raceway. Proceeds from the race went to Shelter From the Storm, a refuge for battered women in Blythe, and $100 was raised for the cause.

Klye Killebrew and Ted Campbell grabbed the holeshot and dominated the four lap race. Things seemed rather shakey when the two went down in a turn, and remounted only seconds before Rex Staten and Justin McMurrich caught up. On the third lap, Damian Lys and Devin Kelly flew by Staten and McMurrich over the tabletop to take over second place. On the last lap, Lys and Kelly opened the throttle in a last ditch effort to catch Killebrew and Campbell, but to no avail.

The 250cc Pros and Intermediates scrambled it up, as J.J. Petchell grabbed the holeshot ahead of Staten and Killebrew. Staten and Killebrew put some heavy pressure on Petchell but he held his ground until midrace, when Staten emerged from the back section with the lead. Petchel and Killebrew diced until Killebrew lost control and crashed. Petchell walked off with the Intermediate lead, while fellow riders Robert Carlin, Chad Scholz and Darren Donaldson were locked in a three-way battle for second. Scholz managed to pass Carlin on the outside, but could not put space between them. Carlin reclaimed second through the back turns and started closing distance on Petchell. Time ran out and Petchell claimed the win.

In the second moto, Staten stole the holeshot and the win in the Pro class, but this time it was Justin McMurrich who walked off with the Intermediate win, leaving Petchell and Carlin in second and third, respectively. Carlin hounded Petchell and jumped past to finish second again. McMurrich's win upset the points total, giving Carlin the overall, Petchell second and McMurrich third.

Results

250 PRO VET: 1. Rex Staten (Hon).
250 INT VET: 1. Dave Clayden (Hon); 2. Robert Sheldon (Yam); 3. Doug Goodman (Hon); 4. Steve Akers (Kaw).
250 MSTR: 1. Mark Anderson (Hon); 2. Tim Leche (KTM); 3. Gary Chardez (Hon).
125 INT: 1. Justin McMurrich (Hon); 2. J.J. Petchell (Hon); 3. Eric Anderson (Hon); 4. Matt Polosky (Yam).
125 JR: 1. Steve VanSickle (Hon); 2. Frank Paterno (Hon); 3. Derek Geist (Hon); 4. Jeff Bonnet (Suz).
125 BEG: 1. Jeff Copeland (Kaw); 2. Damian Lyus (Suz); 3. Todd Brown (Kaw); 4. Brian McDougall (Hon).
80 INT: 1. Ted Campbell (Hon); 2. Jason Tice (Hon).
80 JR: 1. Dylan Guthrie (Suz); 2. Matt Smith (Yam); 3. Bobby Pehm (Hon); 4. Cliff Campbell (Hon).
80 9-11 OPEN: 1. Nick Beaver (Hon); 2. Will Smith (Yam); 3. James Buchanan (Hon).
500 PRO: 1. Rex Staten (Hon); 2. Todd Johnson (Hon).
125 PRO: 1. Kyle Killebrew (Hon).
125 INT: 1. J.J. Petchell (Hon); 2. Robert Carlin (Hon); 3. Doug Buckley (Hon).
500 JR: 1. Jim Harris (Hon); 2. Jimmy Korakis (Hon); 3. Dale Rhoads (Hon); 4. Russ Heist (Hon).
500 BEG: 1. Aaron Ginn (Hon); 2. Dean Wizaviya (Hon); 3. Juan Rivera (Hon); 4. Ronald Robbins (Hon).
OT JR: 1. Ed Taylor (Hon); 2. John Turner (KTM); 3. Steve Cobb (Hon).
OT INT: 1. Bill Meyer (Hon).
250 JR: 1. Robert Sheldon (Yam); 2. Jeremy Girior (Kaw); 3. Bryan Bruning (Yam); 4. Dave Clayden (Hon).
250 BEG: 1. Kelly McDougall (Hon); 2. Mark Romagnoli (Yam); 3. Bruce Morrison (Suz); 4. Tom Young (Yam).
250 PRO: 1. Rex Staten (Hon); 2. Kyle Killebrew (Hon).
250 INT: 1. Robert Carlin (Hon); 2. J.J. Petchell (Hon); 2. Justin McMurrich (Hon); 3. Jason Simmons (Hon).
UTH INT: 1. Tyrone Swartz (Hon); 2. Timbo Richardson (Hon); 3. Robert Sheldon (Yam); 4. Rich Hinchcliff (Hon).
UTH JR: 1. Mike Blake (Kaw); 2. Jerry French (Hon); 3. Ken Beaver (Hon); 4. Kyle Asel (Hon).
VET JR: 1. Jim Harris (Hon); 2. Ruben Alvarado (Yam); 3. Gary Shoemaker (Yam); 4. Han Vandrwahll (Hon).
60: 1. Nick Beaver (Kaw); 2. Bryan Allen (Kaw); 3. Bobby Sawyer (Kaw).
P/W: 1. Ricky Schaffer (Itj); 2. Michael Beaver (Yam).
80 BEG: 1. Chad Kasmar (Hon); 2. Nick Beaver (Hon); 3. Matt Moraine (Hon); 4. Eric Chase (Suz).
VINT 74: 1. Hunter Rowland (Hon); 2. Roger Jensen (Hon); 3. Craig Margerstardt (Hon).
VINT 78: 1. Bill West (Oss); 2. Rick Hinchcliff (Suz).

Jacks wins $1000 Moroso Road Race Shoot-Out

By Joe McKay

WEST PALM BEACH, FL, MAY 27

Team Suzuki rider and Florida resident Donald Jacks continued his winning ways at Moroso Motorsports Park. Jacks had his hands full with a fast field of riders including Daytona 200 winner John Ashmead, last month's winner Rick Shaw, John Choate III and Mark Chin.

Chin was leading on the first lap at close to record setting pace, followed by Donald, Rick Shaw and Choate. Ashmead was running fifth. The big battle was shaping up for third through sixth with Chin pulling out a comfortable lead. Jacks started to reel him in on the third of five laps, but was still not close enough to draft. As the two entered the front straight Jacks closed to three bike lengths. As they crossed the stripe Chin's FZR1000 Yamaha threw a rod producing a spectacular cloud of smoke engulfing Donald. Fortunately there was not a lot of oil, as Mark got to the edge of the track well off the line to turn one. Jacks ran the final lap alone in front and coasted to the checkers. Shaw held down second, Choate third and Peter Villacaro fourth, followed by Mike Barnes in fifth. Apparently there was some bumping going on between the last two and words were exchanged after the race. Ashmead pulled in on their lap with tire problems and felt he could have done better with some fresh tires. He did take the top spots in the hotly contested GTO final and the Heavyweight Superbike classes.

Jacks was gracious in his ninth Shoot-Out victory at Moroso and is looking forward to the Formula USA event in September that will be held at the track. He and Chin are good friends and he felt Chin was much faster. "I started to run him down, but the bike is very fast," said Jacks. "When it (the motor) let go I thought I was going down, fortunately I got through."

Results

$1000 SHOOT-OUT: 1. Donald Jacks (Suz); 2. Rick Shaw (Yam); 3. J.C. Choate III (Yam); 4. Peter Villacaro (Yam); 5. Mike Barnes (Yam).
50 MILE SOLO GTO: 1. John Ashmead (Kaw); 2. John Choate III (Yam); 3. Rick Herndon (Suz); 4. Rick Shaw (Yam); 5. Frank Kinsey (Yam).
50 MILE SOLO GTU: 1. Joe Cole (Yam); 2. Mike Barnes (Yam); 3. Jon Roberts (Yam); 4. Jim Ronan (Yam); 5. Robert Zervisias (Yam).
L/W GP EX: 1. Joe Cole (Yam); 2. Greg Esser (Yam); 3. Perry Melneciuc (Yam); 4. James Ronan (Yam); 5. Ed Borowy (Hon).
L/W GP NOV: 1. Richard Herrero (Yam); 2. Mike Freeman (Yam); 3. Paul Jackowski (Suz); 4. Robert Henson (Yam); 5. Dave Cross (Yam).
M/W GP EX: 1. Joe Cole (Yam); 2. Greg Esser (Yam); 3. Mike Barnes (Yam); 4. Mike Luke (Yam); 5. Ed Borowy (Hon).
M/W GP NOV: 1. Damian Weber (Yam); 2. John Bianchi (Yam); 3. Gerrit Baker (Hon); 4. Laney Cobb (Hon); 5. Carlos Garcia (Yam).
U/L GP EX: 1. Mark Chin (Yam); 2. John Ashmead (Kaw); 3. Rick Herndon (Suz); 4. Peter Villacaro (Yam); 5. John Cox (Yam).
L/W S/BK EX: 1. Bobby Bossardet (Yam); 2. Rick Jackson (Yam); 3. Gary Stumm (Yam); 4. Stan Pollack (Kaw); 5. Peter Villacaro (Hon).
L/W S/BK NOV: 1. Chaz Flanagan (Hon); 2. Mike Freeman (Yam); 3. Dave Cross (Yam); 4. Ivan Hills (Yam); 5. Pierre Lacsee (Hon).
M/W S/BK EX: 1. Mike Luke (Yam); 2. Robert Zerbisias (Yam); 3. Rick Jackson (Yam); 4. Danny Arnold (Yam); 5. Tim Trimble (Kaw).
M/W S/BK NOV: 1. Gerritt Baker (Hon); 2. Laney Cobb (Hon); 3. Damian Weber (Yam); 4. Jamie Bowman (Hon); 5. Todd Duncan (Yam).
H/W S/BK EX: 1. John Ashmead (Kaw); 2. Rick Shaw (Yam); 3. John Cox (Yam); 4. Jim Pennington (Suz); 5. Mike Luke (Yam).
H/W S/BK NOV: 1. Damian Weber (yam); 2. Ralph Herrero (Suz); 3. Ken Fahy (Suz); 4. Rich Perry (Suz); 5. Luis Rullan (Suz).
L/W S/SPRT NOV: 1. Mike Freeman (Yam); 2. Robert

LOCAL EVENTS

Carl Carlson (362) grabbed the holeshot ahead of Randy Lippie (97) at LACR MX.

Henson (Yam); 3. Ivan Hills (Yam); 4. Dave Cross (Yam); 5. Brian Mills (Hon).

M/W S/SPRT EX: 1. Mike Luke (Yam); 2. Robert Zerbisias (Yam); 3. Ken Pruitt (Yam); 4. Danny Arnold (Yam); 5. Chris Temme (Yam).

M/W S/SPRT NOV: 1. Laney Cobb (Hon); 2. Shawn McNary (Yam); 3. Carlos Garcia (Yam); 4. Todd Keesee (Hon); 5. Jamie Bowman (Hon).

H/W S/SPRT EX: 1. Mike Luke (Yam); 2. Tam Soroh (Kaw); 3. John Spitulski (Yam); 4. Paul Fleming (Suz); 5. Brett Ray (Suz).

H/W S/SPRT NOV: 1. Jamie Bowman (Suz); 2. Ralph Herrero (Suz); 3. Richad Perry (Suz); 4. Laney Cobb (Hon); 5. Kenneth Fahy (Suz).

U/L S/SPRT EX: 1. Tam Soroh (Kaw); 2. Paul Fleming (Suz); 3. Brett Ray (Suz); 4. Tom Lombardo (Yam).

SPRT COMB: 1. Gary Stumm (Yam); 2. Rudy Raab (Yam); 3. Keith Floyd (Yam); 4. Robert Norvall (Yam); 5. James Bannon (Yam).

VINT COMB: 1. Todd Henning (Yam); 2. John Long (Tri); 3. Steve Guanche (Tri); 4. Pete Migli (BMW); 5. Gregg Lombardi (Tri).

S/TW EX: 1. John Long (Tri); 2. Mark Dalton (Duc); 3. Steve Guanche (Tri); 4. John Costa (H-D); 5. Pete Migli (BMW).

S/TW NOV: 1. Chaz Flanagan (Hon); 2. Wes Bladow (Duc); 3. Pierre Lacsee (Hon); 4. Gregg Lombardi (Tri); 5. Paul Tavilla (Duc).

Smith wins Troy Motocross season opener

By Susan Willian

TROY, OH, MAY 19

Ryan Smith rode to the overall victory in the Heavyweight A class at the season opener at Kenworthy's Motocross.

Smith blew by Mike Leffler at the start of moto one to cruise in first on the grass-covered course. Smith was chased by Blane Armbruster but commanded the lead until the checkered fell. Armbruster filed by in second after being pushed around the versatile course by Allen Horne, who chalked up third.

Smith shot off the gate first in moto two, but Horne opened his throttle to blow by Smith for the lead. Horne, Smith and Armbruster rode wheel to wheel. Smith tried the outside line as Horne took an inside line to get enough drive to pull away from Smith in the set of 12 whoops named the "Dirty Dozen." Smith again tried the outside line, though his approach was not a help in catching Horne. Smith pulled up on Horne again through the dirty dozen to make a serious attempt to pass Horne. Smith leaped three jumps at a try but Horne was still uncatchable. Horne finished first over Smith with Armbruster remaining some distance back in third.

Joshua Steel earned double overall wins as he rode four unblemished motos to win the 125 and 250cc B classes.

J.D. Collins won the Mini-Senior class with a clear shot but he returned to the Schoolboy class and had to work for his second place finish with a 2-2 score. Benjamin Stevens landed first in the Schoolboy with a 1-1 tally.

Results

65: 1. Mark Burkhart; 2. Chris Berry; 3. Scott Memillan; 4. Derrick McKinney; 5. Brian Bartlett.

AUTO: 1. Bobby Turley; 2. David Whitcraft; 3. Brian Bartlett; 4. Chris Whitcraft; 5. Derek Sturgell.

MINI SR: 1. J.D. Collins (Kaw); 2. Jason Stewart (Kaw); 3. Brad Ritchie (Suz); 4. Conrad Willmoski (Suz); 5. Jake Morris (Kaw).

SR: 1. Phillip Alderton (Hon); 2. Harold Combs (Yam); 3. Tim Shephard (Yam); 4. Michael Gilleran (Kaw); 5. Randy Witt (Suz).

H/W A: 1. Ryan Smith (Yam); 2. Allen Horne (Hon); 3. Blane Armbruster (Kaw); 4. Brian Hawks (Yam); 5. Jim Krauser (Kaw).

MINI JR: 1. Mark Burkhart (Kaw); 2. Scott McMillin (Kaw); 3. Jason Frecker (Yam); 4. Chris Berry (Kaw); 5. Jason Cavinder (Hon).

250 B: 1. Joshua Steel (Kaw); 2. Bill Hastings (Hon); 3. Don Robinson (Hon); 4. Bill Bennett (Kaw); 5. Steve Kiesler (Kaw).

125 C: 1. Paxton Mendelsodlin (Kaw); 2. Daniel Bodo (Hon); 3. Michael Nichols (Hon); 4. Dan Grimm (Hon); 5. Deuce Kirr (Kaw).

125 B: 1. Joshua Steel (Kaw); 2. Roland Diamond (Kaw); 3. John Brunck (Hon); 4. Vincent Defelice (Hon); 5. Matt Powers (Suz).

OPEN B: 1. Michael Grant (KTM); 2. Dave Osborne (Kaw); 3 Randy Thibaut (Hon); 4. John Vanhorn (Hon); 5. Mike Welsh (Kaw).

125 SCHBY: 1. Benjamin Stevens (Kaw); 2. J.D. Collins (Hon); 3. Billy Harbert (Kaw); 4. Chad Zuck (Yam); 5. Ryan McHale (Suz).

250 C: 1. Paxton Mendelsodlin (Kaw); 2. Boyd Wolfe (Yam); 3. Stephen Bolin (Hon); 4. Mel Lewis (Hon); 5. Ron Fischer (Hon).

L/W A: 1. Jason Gray (Suz); 2. Allan Horne (Hon); 3. Scott Watkins (Suz); 4. Derrick Roe (Yam); 5. Keith Perry (Hon).

250 B: 1. Lenny Sauer (Suz); 2. Matt Powers (Suz); 3. Jackie Welker (KTM); 4. Ken Thomas (Kaw); 5. Mike Abplanalp (Yam).

125 C: 1. Terry Giles (Kaw); 2. Andy Basham (Suz); 3. Michael Faulk (Suz); 4. Phil Swisher (Kaw); 5. Andre Francois (Kaw).

Lewis sizzles at LACR Night MX

By Tony Alessi

PALMDALE, CA, MAY 24

Kyle Lewis mystified the competition in the combined Pro class with a unique method of winning both motos during California Racing Club night motocross at Los Angeles County Raceway.

Lewis easily pulled the first moto holeshot on his Donald Plauffe-tuned Noleen Yamaha. Lewis opened a 10 bike length advantage then suddenly pullled over for no apparent reason. Tim Telford inherited the lead with Darrin Hoeft behind them pushing. Lewis quickly pulled to the back of the two riders and began to toy with them for the next couple of laps. During the late stages of the moto, Lewis passed both riders and went on to take the checkered flag first while Telford and Hoeft raced down to the wire where Telford scored second in front of Hoeft.

While Lewis was playing up front in the second moto, serious racing was taking place between Hoeft and Telford. Hoeft held on to second and fought off Telford all the way to the checkered flag. Telford tried to make a last-ditch effort pass at the checkered flag but Hoeft got there first by a quarter of a wheel to top the 125cc class over Telford and Eric Wicker.

Joe Haman topped Scott Mumford in the 250cc Novice class after two motos of close racing. Mumford started nearly last in the first moto but pushed his T.R.E. Yamaha through the entire field, passing Haman through the tricky rocker section to take the first moto win.

Haman again, was out front in the second moto with Owen Dickson, a 500cc Novice rider and Mumford in tow. Mumford worked past Dickson and put the pressure on Haman for the next four laps. "I was going much faster than him but he kept locking up his back tire and I kept thinking I was going to plow him," Mumford said. Haman scored the moto and overall win while Mumford finished second in front of Billy Paul, who joined the battle for the lead late in the moto.

Results

P/W A: 1. Scott Gray (Yam).

P/W B-1: 1. Wes Brooks (Yam); 2. Robby Roberts (Yam).

P/W B-2: 1. James Thompson (Yam); 2. Steve Cisar (Yam); 3. Anthony Barbacovit II (Yam).

60 9-11: 1. Michael Young (KX).

80 BEG: 1. Mark King (Yam); 2. Steve Carmen (Kaw); 3. Justin Scullen (Kaw); 4. Ryan Shimp (Suz); 5. Robert Whitfield (Yam).

80 NOV: 1. Bobby Killian (KTM); 2. Jason Fonseca (Kaw).

125 BEG: 1. Carl Carlson (Suz); 2. Steve Corteville (Hon); 3. Tom McLaughli (Ka); 4. Randy Lippie (Suz); 5. George Fuentes (Hon).

125 NOV: 1. Chris Allen (Suz); 2. Jared Jacobsmeyer (Yam); 3. Ryan Spaeth (Kaw); 4. Marc Lippert (Suz); 5. Brent Greer (Suz).

125 INT: 1. Sean Bradley (Yam).

250 BEG: 1. Abe Blunda (Hon); 2. Chuck Kober (Kaw); 3. Bob Wood (Hon); 4. Erik Kehen; 5. Jason Aick (Yam).

250 NOV: 1. Joe Haman (Hon); 2. Scott Mumford (Yam); 3. Billy Paul (Suz); 4. Jimmy Chamberlain (Kaw); 5. Chris Yeager (Hon).

250 INT: 1. Bill Sauro (Hon); 2. Ryan Vonlossberg (Suz).

250 PRO; 1. Kyle Lewis (Yam).

500 BEG: 1. Scott Gienger (Hon); 2. Jason Meek (Hon); 3. Peter Thomas (Hon).

500 NOV: 1. Owen Dickson (Hon).

500 PRO: 1. Craig Hofmeister (Hon).

JR VET BEG: 1. Greg Hunsaker (Suz); 2. Craig Godshall (Yam); 3. K.O. Halfhill (Kaw).

JR VET NOV: 1. Eric Selder (Yam); 2. Eric Harrison (Yam).

JR VET INT: 1. Steve Fernandez (Hon).

JR VET EX: 1. Rich Truchinski (Suz); 2. Jeff Black (Hon).

VET BEG: 1. Randy James (Hon); 2. John Murray (Suz); 3. Rick Flores (Hon); 4. Doug Hallmark (Hon); 5. Dan Bernandino (Suz).

VET NOV: 1. Bob Shimp (Suz); 2. Dare Osteerman (Yam); 3. James Aibaurer (Kaw); 4. Joe Zipay (Hon); 5. Bob Wagner (Hon).

VET INT: 1. Alan Anderson (Kaw); 2. Mark Neal (Suz).

VET EX: 1. Bob Kline (Hon); 2. Mike Bosworth (Suz).

SR BEG: 1. Larry Whitfield (Hon).

SR INT: 1. Bob Dunham (Yam).

SR EX: 1. David Rogers (Hon).

Blake tops Royal Mountain MX

By Carla Nelson

CAROGA LAKE, NY, MAY 25

John Blake held off the competition to win the 125cc Schoolboy class at Royal Mountain Ski Area MX.

Blake came off the line with the first moto holeshot, but Eric Reilly was right on his tail. On the second downhill, Reilly scooted inside of Blake and took over the number one spot. After three laps, Reilly had opened a slight lead on Blake. Reilly stopped with bike problems and Blake motored away with the win.

Reilly was back on track in moto two, and he and Blake went handlebar to handlebar for most of the moto. Greg Frutchey was third, but a long way behind the leaders. Blake held off Reilly the entire race, despite numerous attempts to pass. The win gave Blake the overall win and Frutchey earned second overall.

Qualifiers were run in teh 200cc Novice class. Craig Mayers topped his qualifier and the final. Steven Rourke was Mayer's main challenger in the final. Rourke had the lead for a portion of lap two, but Mayer regrouped and took charge for good. Maryer won with a three-second lead. Stephen Brand, who won his qualifier, finished third in the final.

Results

50: 1. Justin Murray; 2. Lonny Thurston Jr.; 3. Ryan Frasier.

JR MINI: 1. Paul Bradley; 2. Mike Dougherty Jr.; 3. Brad Fisher.

SR MINI: 1. Jeff McMahon; 2. Jason Ricce; 3. Michael Bissell Jr.

SR MINI NOV: 1. Scott Waters; 2. Brian Storch; 3. Keith Michel; 4. Vince Crowley; 5. Jason Gray.

SCHBY: 1. John Blake; 2. Gregg Frutchey; 3. Anthony Pavis; 4. Michael Frisch; 5. Greg McCulloch.

PLUS 25 AM: 1. John Niles; 2. Ed Ladd Jr.; 3. Hohn McIntyre; 4. Daniel Murphy; 5. Gary Chase.

PLUS 25 EX: 1. Doug Fleming; 2. Greg Nelson; 3. Doug Stephens; 4. Brian Stickles; 5. Tony Whaley.

SR AM: 1. Doug Powers; 2. Tony Pettit; 3. Jeff Simmons; 4. Terry Criscone; 5. John Golling.

S/SR: 1. Stephen Donbeck; 2. Richard Bradley; 3. R. Bellinghausn Jr.; 4. Robert Bowman; 5. Tom Krawczyk.

SR EX: 1. John Gurga; 2. Mike Murray; 3. Bruce Stratton; 4. Ed Downing; 5. Nicholas Duprey.

200 NOV: 1. Craig Mayer; 2. Steven Rourke; 3. Stephen Brand; 4. Michael Southworth; 5. Jeff Gilman.

125 AM: 1. Eric Reilly; 2. Henry Mormile; 3. Chris Bower; 4. Ed Ladd Jr.; 5. Robert Brown Jr.

125 EX: 1. Bruce Stratton; 2. Rob Nessel; 3. Greg Nelson; 4.Mike Callahan; 5. Greg Maurer.

250 AM: 1. Dean Livernois; 2.Jim Mailloux; 3.Mark Nickerson; 4. Brian Croft; 5. Adam Butler.

250 EX: 1. Bruce Stratton; 2. Rob Nessel; 3. David Burger; 4. Dennis Baldwin; 5. Tim Lariviere.

OPEN NOV: 1. Todd Langlois; 2. Greg Stempel; 3. Daniel Maeshall; 4. Aaron Perer; 5. Steve Masala.

OPEN AM: 1. Matt Delorenzo; 2. Doug Powers; 3. Gil Wistrup; 4. Jeff Crozier; 5. Jeff Simmons.

OPEN EX: 1. Doug Fleming; 2. Larry Loudis; 3. John Young; 4. Mike Dougherty; 5. Mike Murray.

VINT: 1. Kim Martin; 2. Greg Stempel; 3. John Bradley; 4. Philip Stenglein; 5. Jeff Lantz.

Sheets rips to Cycleland MX win

By Michael Rich

CHICO, CA, JUNE 1

Jim Sheets used consistency and a hard charge through the pack to come out on top of the 125cc Novice class at Cycleland Speedway.

As the gate dropped for the first moto, Aaron Rogers forced his way to the front followed closely by Darren Pierce and Sheets. Rogers opened up a substantial lead on his pursuers, who were having a dogfight over second place. Sheets repeatedly showed Pierce his front wheel, only to have the door slammed on him in each turn. On the third lap, Rogers' race came to an abrupt halt when his throttle cable broke. This left Pierce and Sheets to argue over first. In the last turn, Sheets made a desperation move that came up inches short at the line, handing the moto win to Pierce.

As the riders came around the first turn at the start of moto two, Sheets had the lead followed by Scott Martinez and Rogers. On the second lap, Sheets went down in one of the high-berm turns, dropping him to fifth. Rogers wasted little time in passing Martinez, who was starting to fade. Once in first, Rogers pulled out all the stops and opened up a seemingly-unassailable lead. On lap five, however, Rogers went into a tank-slapper on the high speed back straight and went down. He was able to remount just as Sheets, who had worked his way to second, was about to go by. Even though Rogers had lost his clutch in the fall, he was able to maintain the lead to the finish. Sheets took another second place finish for the overall victory.

In the first moto of the 60cc class, Evan Laughridge and Nikki Harris came out of the start side by side. As the riders came around the first turn Harris lost the front wheel and went down as the pack roared past. Laughridge was able to establish a strong lead ahead of Steven Shimizu and Chris McAvoy. By the last lap, Harris had moved her way up to fourth, just behind McAvoy. Making a quick pivot in the last turn, Harris was able to take third at the line. Laughridge took the win, followed by Shimizu.

In the second moto, it was Laughridge's turn to go down in the first turn. This left Shimizu in the lead followed by Harris. On the second lap, Harris got impatient and jumped her Honda into Shimizu's rear wheel and crashed hard. As the laps wound down, Laughridge closed on Shimizu until he was inches behind going into the last lap. Shimizu looked to have first sewn up until he went wide in the last turn, allowing Laughridge to take the win by inches.

Results

P/W: 1. Eric Nye (Yam); 2. Kevin Shimizu (Yam).

60 NOV: 1. Steve Shimizu (Kaw); 2. Nikki Harris (Hon).

60 JR: 1. Evan Laughridge (Kaw).

MINI NOV: 1. Robert Stout (Kaw); 2. Casey Weeks (Kaw); 3. Nathan Peterson (Kaw).

MINI JR: 1. Justin Brown (Yam).

125 NOV: 1. Jim Sheets (Hon); 2. Darren Pierce (Yam); 3. Scott Martinez (Hon).

125 JR: 1. Jason Ritchey (Hon).

250 NOV: 1. Jerry Douglas (Yam); 2. Bret Rosenberg (Suz).

250 JR: 1. Darrin Delorme (Suz).

OPEN NOV: 1. Todd Mullen (Yam); 2. Michael Rich (CZ).

VET: 1. Mike Crull (Yam); 2. Lance Sellars (KTM); 3. Vic Hagen (Hon).

PRO: 1. Tim Nobles (Suz); 2. Lowell Moural Jr. (Hon).

Plessinger pounds Ligonier HS

By Jan Warner

LIGONIER, IN, MAY 19

Seventy-five riders from four states made the trek to the northeast corner of Indiana, for Riders' Motorcycle Club's second hare scramble of the season. Instead of the usual dead-engine start, the competitors were instructed to straddle their machines' front tire and face the flagman who was positioned behind each row of bikes. When the green flag dropped, the riders swung around their motorcycles, started, and were on their way.

KTM's Scott Plessinger grabbed the early lead and was never seriously challenged again.

After two hours on the grueling 3.5 mile course, overall winner Plessinger had a comfortable three minute lead over Chris Hartlage. Rob Surface was 42 seconds behind Hartlage in third. Fourth overall was rookie "A" rider Jon Funkhouser on a four-stroke. Finishing four minutes behind Funkhouser was Eric Muffley.

Results

O/A: 1. Scott Plessinger (KTM).

MINI: 1. Richard Troyer Jr. (Yam); 2. Travis Troyer (Yam); 3. Barry Anglemyer (Hon); 4. Brandy Riley (Kaw).

125 B: 1. Andy Cregg (Kaw); 2. Craig Scott (Yam); 3. Les Troyer (Kaw); 4. Steve Locke (Hon); 5. Monten Clindaniel (Hon).

200 B: 1. Mark Spriggs (Kaw); 2. Scott Liston (Kaw); 3.Phil England (Yam); 4. Ken Mills (Kaw); 5. Jeff Mote (Kaw).

250 B: 1. Jeffery Copas (Hon); 2. Rodney Reese (Kaw); 3. Scott Matthews (Yam); 4. Howard Ritter (Kaw); 5. James Dillman (Yam).

OPEN B: 1. Brett Chitwood (Hus); 2. Scott Rugenstein (Hus); 3. David Thons (Hon); 4. Jim Cuprys (Hus); 5. Kyle Bruce (Yam).

4-STRK B: 1. Ken Eby (Hon); 2. James Binkley (Hon); 3. Jerry Weldy (Suz); 4. Tom Funkhouser (Hon).

L/W A: 1. Rob Surface (Suz); 2. Mike Garvey (Kaw); 3. Terry Bender (Yam); 4. Bill Bean (Kaw).

H/W A: 1. Chris Hartlage (KTM); 2. Jon Funkhouser (Hon); 3. Eric Muffley (Hon); 4. Scott Roberts (Yam); 5. Rodney Stout (Hon).

VET: 1. Brian Reider (Yam); 2. Neil Petit (Hon); 3. Mark Jordan (Hon); 4. John Fugit (Kaw); 5. Dan Carter (Kaw).

SR: 1. Lon Walters (Kaw); 2. Bob Fox (Hon); 3. Roger Johns (KTM).

S/SR: 1. Roy Garrett (Hon); 2. Charley Alber (Hon).

TEAM: 1. Jim Hunt/Bruce Denney (Yam); 2. Terry Flynn/Brian Howell (Kaw); 3. Daryl Howell/Roger Howell (Yam).

Atwell awesome at Summit Point

By Steve Hegg

SUMMIT POINT, WV, MAY 11-12

Jeff Atwell re-established his reputation as "Awesome" Atwell with a convincing, $250 AMA/CCS Unlimited GP victory over the 1990 Unlimited GP champ Glenn Szarek, who earned $150 for second, today at Summit Point Raceway.

After a rough 1989 get-off at Rockingham, Atwell struggled through the 1990 season trying to regain the form that made him a Summit Point Raceway lap record holder. If his ULGP performance is any indication, Atwell is an intimidating force once again.

In the 12-lap final, Atwell led Szarek, Jay Bartlow, and new Advanced Design Leathers-owner Cliff Bigoney around the two-mile, 10-turn circuit. Atwell began his ride to victory with a series of 1:24 and 1:25 laps, putting the Yamaha FZR600-mounted Szarek about one-half second further behind each lap. Bartlow on a Suzuki 750 and Bigoney on a Yamaha TZ250A were working hard through the traffic to catch the lead pair.

Bigoney stayed close to Bartlow in the battle for third and went though in the carousel after a few laps. By the midpoint of the race, Atwell had worked his laps times down to the mid to high 1:22 range. Szarek and Bigoney stayed close with lap times in the 1:23 and 1:24 ranges, but were falling visibly further behind.

The fast lap times were attributed partially to the vastly improved track surface, much

to the delight of the racers. SPR owner Bill Scott put in new wider and longer concrete patches in the turn five and six areas, allowing side by side dices in the carousel turns for the first time in many years.

After eight laps, the top four positions were very much decided, while several seconds behind Bryan Bemisderfer, Paul Youngman, Chris Reiner and Chuck Neighoff had a private battle for the $80 fourth place money.

While Atwell appeared to be in cruise mode during the last half of the race, he made assurances that beating Sarek was tough on this 90-degree afternoon. Atwell took the checkered flag by 10 seconds over Szarek and by 20 seconds over third place finisher Bigoney.

While Bigoney rode well to finish third against the highly modified four strokes, he was not challenged in the Lightweight GP and cruised to an easy win over Michael Vadney, Bill Himmelsbach, and John Lowman.

Among the Novices, Richmond, Virginia, youngster Brian Kcraget proved himself the man to beat in the Lightweight and Middleweight ranks with four victories in Middleweight and Lightweight Superbike/Supersport.

Results

AM SOLO GTO: 1. Ralph Rimrott (Suz); 2. Lynn Campbell (Suz); 3. Ricky Wright (Suz); 4. Matt Manspeaker (Suz); 5. Charles Cordell (Kaw).
EX SOLO GTO: 1. Jeff Atwell (Suz); 2. William Wyatt (Kaw); 3. Alastair Smith (Suz); 4. Robert Goodall (Suz); 5. Jeffrey Betton (Suz).
EX SOLO GTU: 1. Chris Reiner (Yam); 2. Glenn Szarek (Yam); 3. Evan Semofff (Hon); 4. Geoffrey Smith (Yam); 5. Anthony Arden (Yam).
AM SOLO GTU: 1. Arthur Diaz (Yam); 2. Tim Bemisderfer (Yam); 3. Eric Ochs (Yam); 4. Anthony Barchetti (Yam); 5. Charley Safely (Yam).
AM M/W S/BK: 1. Brian Kcraget (Yam); 2. Arthur Diaz (Hon); 3. Tim Bemisderfer (Yam); 4. Eric Ochs (Yam); 5. Anthony Barchetti (Yam).
EX L/W S/BK: 1. Todd Dofflemeyer (Yam); 2. William Cardell (Yam); 3. John Lowman (Yam); 4. Preston Hopkins (Yam); 5. Mark Knecht (Yam).
EX M/W S/BK: 1. Chris Reiner (Yam); 2. Bryan Bemisderfer (Yam); 3. Russell Thornley (Yam); 4. Rex Miller (Yam); 5. Larry Goldstein (Yam).
EX U/L SS: 1. Jeff Atwell (Suz); 2. Robert Goodall (Suz); 3. Jeffrey Betton (Suz).
U.S. TW SPRT: 1. Shawn Highbee (H-D); 2. Devin Battley (H-D); 3. (TIE) Brock Biffart (H-D)/Guy Stuart (H-D).
EX H/W S/TW: 1. Devin Battley (Duc); 2. Mike Tiberio (MG); 3. William Dietz (Duc); 4. Donald Unger (Duc); 5. Shawn Higbee (H-D).
AM H/W S/TW: 1. Pierce Thorpe (Duc); 2. Robert Snow (Kaw); 3. Jesse Myers (Hon); 4. Guy Stuart (H-D); 5. Patrick Vanatta (Duc).
AM SPTSMN: 1. James Williams (Yam); 2. Robert Fernberg (Kaw); 3. Robert Snow (Kaw); 4. Scott Luton (Yam); 5. Greg Zartman (Yam).
EX SPTSMN: 1. William Cardell (Yam); 2. John Lowman (Yam); 3. Mark Knecht (Yam); 4. Rich Sturges (Kaw); 5. Preston Hopkins (Yam).
EX M/W GP: 1. Glenn Szarek (Yam); 2. Russell Thornley (Yam); 3. Evan Semoff (Hon); 4. Rex Miller (Yam); 5. Larry Goldstein (Yam).
AM M/W GP: 1. Arthur Diaz (Hon); 2. Charley Safely (Yam); 3. Ganef Soekoro (Yam); 4. James Driskell (Hon); 5. Ray Dunn (Yam).
EX H/W S/SPRT: 1. Jeff Atwell (Suz); 2. Glenn Szarek (Yam); 3. Jay Bartlow (Suz); 4. Charles Neighoff (Suz); 5. Larry Goldstein (Yam).
AM H/W S/SPRT: 1. Tim Bemisderfer (Yam); 2. Jack Burgess (Suz); 3. Lynn Campbell (Suz); 4. Lee Sherikjian (Suz); 5. Paul Harris (Suz).
EX L/W S/SPRT: 1. Todd Dofflemeyer (Yam); 2. Monty Warsing (Yam); 3. Tom Grant (Yam).
AM L/W S/SPRT: 1. Brian Koraget (Yam); 2. Anthony Barchetti (Yam); 3. Ernest Theil (Yam); 4. Sam Flemming (Yam) 5. Christopher Smith (Yam).
EX L/W S/TW: 1. Rich Sturges (Kaw); 2. Donald Unger (Duc); 3. David Back (MG); 4. Devin Battley (H-D): 5. Peter Calles (Duc).
AM L/W S/TW: 1. Robert Fernberg (Kaw); 2. Patrick Vanatta (Duc); 3. Jesse Meyers (Hon); 4. Robert Snow (Kaw); 5. George Mood (BMW).
AM H/W S/BK: 1. Ralph Rimrott (Suz); 2. Lynn Campbell (Suz); 3. Matt Manspeaker (Suz); 4. Brian O'Callaghan (Suz); 5. Paul Harris (Suz).
EX H/W S/BK: 1. William Wyatt (Kaw); 2. Robert Goodall (Suz); 3. Jeffrey Betton (Suz); 4. Andy Caperones (Suz); 5. Devin Battley (Duc).
EX L/W GP: 1. Clifton Bigoney (Yam); 2. Michael Vadney (Yam); 3. William Himmelsbach (Hon); 4. John Lowman (Yam); 5. Philip Knecht (Yam).
AM L/W GP: 1. Ernest Theil (Yam); 2. Sam Flemming (Yam); 3. Wira Soekoro (Yam); 4. Lee Frank (Yam); 5. Christopher Smith (Yam).
EX M/W S/SPRT: 1. Glenn Szarek (Yam); 2. Paul Youngman (Yam); 3. Russell Thornley (Yam); 4. Paul Simpson (Hon); 5. John Marunich (Yam).
AM M/W S/SPRT: 1. Brian Kcraget (Yam); 2. Anthony Barchetti (Yam); 3. Arthur Diaz (Hon); 4. Tim Bemisderfer (Yam); 5. Eric Ochs (Yam).
EX U/L GP: 1. Jeff Atwell (Suz); 2. Glenn Szarek (Yam); 3. Clifton Bigoney (Yam); 4. Jay Bartlow (Suz); 5. Bryan Bemisderfer (Yam).

Old Timers sandblast Horn Rapids Motocross

By Shelley Ross

RICHLAND, WA, MAY 25-26

Horn Rapids OHV Park, Washington's premier sand track, was host to the third round of the Old Timers National.

One of the closest points race was in the Over 40 Amateur class, with the top three riders Bill Rasmussen, Tom Munson and Stephen Shindler, finishing within one point of each other at the end of the two-day event. Tom Munson excelled in the first two motos taking both holeshots and stayed in front to finish first. He was followed closely by Bill Rasmussen. Rasmussen stayed consistent throughout the weekend, finishing in second or third place in the first four motos. Shindler came on stronger in the second moto after taking a seventh in the first one. He rode hard and fast the remaining four motos, taking either first or second place finishes.

Going into the fifth moto, Munson, again, got the holeshot, followed by Shindler and Rasmussen closely behind. Munson led until he stalled, allowing Shindler to pass. Munson quickly restarted his bike and gave chase with Rasmussen on his tail. Halfway into the moto, with Shindler still leading, Munson went down in the sandpit section of the track, giving Rasmussen the opportunity to get by him. Rasmussen clicked it up a notch and set out after Shindler. Within a couple laps Rasmussen caught and passed Shindler, going on to take the checkered flag and finishing first in the overall, outscoring Munson by one point. Meanwhile, Munson passed four riders to take third in the moto and finished second overall, just one point ahead of Shindler, who finished second and took third overall.

Results

NOV: 1. Richard Wilson; 2. Frosty Brooks; 3. Ray Roy; 4. Eric Forsythe; 5. Bob Van Horn.
NOV SR: 1. Phil Anderson; 2. Fawn Hupp; 3. Norn Armstrong; 4. Duane Rice; 5. Norm Duvall.
AM: 1. Bill Rasmussen; 2. Tom Munson; 3. Stephen Shindler; 4. Gary Bailey; 5. David Alexander.
AM SR: 1. Dennis Holland; 2. Bill Virbiscio; 3. Harold Noell; 4. Len Edwards; 5. Bob Filayson.
EX: 1. Larry Hartnett; 2. Dayton Hickson; 3. Art McDade; 4. Wayne Grimm; 5. Gary Shiramizo.
EX SR: 1. Fred Sessions; 2. Steve Johnson; 3. Owen Glaze; 4. Gene Higgbotham; 5. Dave Galloway.
MSTR: 1. Garry Roestel; 2. Bruce Harns; 3. Bob Krah; 4. Jim Monegan; 5. Mike Perry.
MSTR SR: 1. Bob White; 2. Zoli Berenyi; 3. Ken Hodgson; 4. Phil Frisbie; 5. Don Irwin.

Parsons pounds Auburn Spdwy

By R.C. Jones

AUBURN, CA, MAY 24

Mike Parsons won the Scratch main at Auburn Speedway. Parsons and Jim Sisemore were elbow to elbow until Parsons took control. Once Parsons claimed the lead it was over. Parsons lengthened his lead over Martin and Hedden as Sizemore dropped out after three laps.

Bob Collier scored an easy win in the Handicap main, as he cranked it up and kept it nice and smooth for the six-lap race. Most of the action was with Bart Bast as he climbed from the 50 yard line past Mike Kain, Jess Ochoa and Steve Martynse to finish third behind Dustin Schroeder.

In Division Two action, Craig Elstins took the lead at the start and never looked back taking his first Division Two win. In Division Three Scott Henry held off a late charge by Jeff Norton for his trophy.

Results

SCRATCH: 1. Mike Parsons (Jaw); 2. Steve Martin (Wes); 3. Bobby Hedden (Wes); 4. Jim Sisemore (Wes).
HDCP: 1. Bob Collier (Wes); 2. Dustin Schroeder (Wes); 3. Bart Bast (Wes); 4. Steve Martynse (Jaw); 5. Jess Ochoa (Wes).
D-2: 1. Craig Elstins (Wes); 2. Derek Cole (Wes); 3. Harlan Bast Sr. (Gdn); 4. Ron Clevenger (Wes).
D-3: 1. Scott Henry (Jaw); 2. Jeff Norton (Jaw); 3. Jay Huber (Wes); 4. Kevin Stenroos (Wes).
JR: 1. Allen Krause; 2. Mike Heidt; 3. Larry Heseman; 4. Bret Becker.

Johnson jams to Boyd ST win

By Gary Kidd

BOYD, TX, MAY 25

Johnny Johnson smoked to the Expert short track win at the short track and TT races held at Boyd Raceway.

Johnson stormed off the line in the main aboard his Mike Sanders-sponsored Harley-Davidson. Charlie Orr, Claton Hull and Scott Scherb chased after the leader. The lead changed several times in turn two, but Johnson seemed to lead the majority of the times that they crossed the start/finish line. On lap three, Hull charged past Orr and settled into second, behind Johnson. Throughout the race the four front-runners were so close, that you could throw a blanket over them. Hull led at the white flag, but Johnson drafted past at the checkered flag and scored the win ahead of Hull, Scherb and Orr.

After winning the 125c class, Billy Kennedy returned to sweep the 250cc class as well. Kennedy led the race from start to finish, but the big race was for the runner-up position. James Godfrey, Jason Thompson and Kenny Eatinger battled for position throughout the race, but it was Godfrey who secured the position. Kennedy scored the win ahead of Godfrey, Thompson and Eatinger.

Bobby Hull piloted his Yamaha to the win in the Over 30 class, but not without some challenges from Steve Powers and Mike Barreras. The three riders battled for the entire race, but it was Hull who scored the win. Powers held off Barreras for second place.

Results

ST
50: 1. Robby Shinn (Yam); 2. Chris Pizer (Yam); 3. Pete Hunter (Hon); 4. Jeffrey Pizer (Yam); 5. Brian Barnhall (Itj).
60: 1. Nicholas Godfrey (Kaw).
80: 1. Casey Smethers (Yam); 2. Jason Tyer (Hon); 3. Alea Shinn (Suz); 4. Steve Barreras (Kaw); 5. James Thompson (Hon).
125: 1. Billy Kennedy (Kaw); 2. Trey Glasco (Yam).
250: 1. Billy Kennedy (Hon); 2. James Goofrey (Kaw); 3. Jason Thompson (Yam); 4. Kenny Eatinger (Hon); 5. David Carpenter (Yam).
OPEN EX: 1. Johnny Johnson (H-D); 2. Clayton Hull (Hon); 3. Sctt Scherb (H-D); 4. Charlie Orr (Hon); 5. Alan Powers (H-D).

Mike Parsons (58) scored the Scratch main event win at Auburn Speedway.

TT
50: 1. Robby Shinn (Yam); 2. Pete Hunter (Hon); 3. Chris Pizer (Yam); 4. David Barnhill (Itj).
60: 1. Nicholas Godfrey (Kaw); 3. Barry Otts (Kaw).
80: 1. Jason Tyer (Hon); 2. Alea Shinn (Suz); 3. Cody Robison (Yam).
M/C: 1. Brandon Atwood (Yam); 2. James Godfrey (Kaw); 3. Jody Turk (Kaw); 4. Curtis Turk (Kaaw); 5. Trey Glasco (Yam).
OVER 30: 1. Bobby Hull (Yam); 2. Steve Powers (H-D); 3. Mike Barreras (Yam).
OPEN EX: 1. Clayton Hull (Hon); 2. Scott Scherb (H-D).

Meagher motors to Bounty Hunter Motocross win

By Tom Pritchard

CHOWCHILLA, CA, MAY 25

Trevor Meagher scored the win in the Bounty Hunter race at Supersport Promotions motocross, held at the Chowchilla Fairgrounds.

After winning his qualifier, Meagher started 11th in the single file inverted start that placed faster riders at the back of the pack to provide more exciting race action.

Meagher blitzed through the field on the first few laps and took control of the lead early on. Behind him, Pat Bennett had worked into second and began to pressure Meagher for the lead.

By the midway point two hot battles were taking place among the top five. Meagher and Bennett battled over first, and Rodriquez, Holland and Baker raced for third. In every turn, someone was trying to stick a wheel in a place that just wasn't there. On lap eight, Holland pulled alongside of Rodriguez and tried to take his line away. Rodriguez wouldn't budge and both riders went down, allowing Baker to move into third.

In the meantime, Meagher and Bennett were having a tremendous battle over first. Bennett would close on Meagher and try to force a mistake, but Meagher refused to cave in to the pressure. On the final lap, coming out of a long set of doubles, Bennett made a last ditch effort to take the lead. Bennett went first to the outside of the tight left-hand turn and then cut to the inside. Both riders almost collided with each other as Meagher also went to the inside. Meagher had the drive out of the corner and held the lead. Bennett pulled the throttle wide open hoping for another chance, but with only two turns to go, it was too little, too late. Meagher rode through the last turn and took the checkered flag with Bennett less than a bike length behind. Baker held on to finish third, with Holland and Rodriguez recovering to complete the top five.

Results

BOUNTY HUNTER RACE: 1. Trevor Meagher (Suz); 2. Pat Bennett (Suz); 3. Robbie Baker (Suz); 4. Rusty Holland (Suz); 5. Joey Rodriquez (Suz).
60 NOV: 1. Jess Medley (Kaw).
60 BEG: 1. Robert Blake (Kaw); 2. Christopher Truglio (Kaw); 3. Jason Turner (Kaw).
80 BEG: 1. Dennis Springs (Kaw); 2. James Piedalue (Suz); 3. Bobby Garcia (Kaw); 4. Jess Medley (Suz); 5. Andy Battle (Hon).
80 NOV: 1. Nathan Woods (Kaw); 2. Craig Truglio (Suz); 3. Jason Hatcher (Hon).
125 BEG: 1. Jason Hatcher (Hon); 2. Brian Dueck (Suz); 3. Chris Garcia (Hon); 4. Jason King (Kaw); 5. Scott Mesple (Hon).
125 NOV: 1. John Blair (Hon); 2. Chris Kawasaki (Kaw); 3. Ray McLaughlin (Hon); 4. Randy Ritchie (Kaw); 5. Rex Michaels (Suz).
125 INT: 1. Rusty Holland (Suz); 2. Tyler Hummel (Suz).
125 PRO: 1. Robbie Baker (Suz); 2. Pat Bennett (Suz); 3. Trevor Meagher (Suz).
250 BEG: 1. Gary Taylor (Kaw); 2. Aaron Matson (Kaw); 3. Arlyn Esau (Kaw); 4. Alonso Enriquez (Hon); 5. Brance Taschler (Suz).
250 NOV: 1. Chuck Bradshaw (Hon); 2. Henry Armendariz (Suz); 3. Gregg Dungan (Hon); 4. Chris Kawasaki (Kaw); 5. Jimmy Abshire (Kaw).
250 INT: 1. Michael Minjares (Hon); 2. Tyler Hummel (Suz); 3. Matt Hawk (Kaw0.
250 PRO: 1. Trevor Meagher (Suz); 2. Pat Bennett (Suz); 3. Joey Rodriquez (Suz).
500 BEG: 1. Doug West (Hon); 2. Robert Verduchi (Hon); 3. Phil Pattengale (Kaw0; 4. Michael Torosian (Hon); 5. Wayne Neeley (Hon).
500 NOV: 1. Ray McLaughlin (Hon); 2. Robert Russell (Hon).
25-29 BEG: 1. Frank Dittman (Hon); 2. James Weisner (Kaw).
25-29 INT: 1. Dave Hosaka (Suz).
VET NOV: 1. Marty Maloney (Hon); 2. Robert Fields (Hon); 3. Kevin Wilkinson (Hon); 4. James Kubo (Yam).
VET PRO: 1. John Dauth (Kaw); 2. Bruce Manzoni (Hon).

Coleman cashes in at NY State MX Championships

By Carla Nelson

LISLE, NY, MAY 27

Chris Coleman won all four motos in the 125 and 250cc Pro classes, at the New York State Championships, held at Broome-Tioga Sports Center. The Bridgestone/Scott/Boyesen/S-100/Gear/Dynoport/Coke/Tony D-sponsored race was run in a variety of conditions, as rain began to fall late in the day.

Barr's Competition/Powermist/Arai/Malcolm Smith/FMF/K&H Yamaha-backed Coleman won the first 250cc Pro moto with ease. Bruce Stratton finished a distant second, and appeared to be the only rider with hopes of matching Coleman's speed.

The second moto was run on a very slippery track. Coleman started third, behind Tom Rice and Stratton. On lap one, Coleman got inside Rice, and by lap two was side by side with Stratton. Coleman took control when Stratton fell in a turn and was momentarily pinned beneath his bike. Stratton remounted in fourth, and stormed back into second, ahead of Scott Sheak and Billy Silvarole. Coleman scored another easy win.

Coleman made easy work of the 125cc Pro class as well. Stratton DNF moto two, after his brake pedal and foot peg got badly bent, while Sheak rode to a consistent second place.

Damien Plotts and Mark Booker traded moto wins in the 250cc Amateur class. Plotts led the first race, but fell in the slick mud. Although he charged through the field, Plotts was not able to get past Booker, and finished second.

Plotts never looked back in the second moto, as he convincingly took the victory. Booker finished well ahead of Dean Warner and Mike Vrabel.

Results

50: 1. Shane Bartholf; 2. Bobby Silvarole; 3. Lonny Thurston; 4. Mark Silvarole; 5. Troy Clark.
MINI 7-11: 1. Paul Bradley; 2. Travis Pastrana; 3. Dan King; 4. Jonny Barber; 5. Shaun Murrey.
MINI 12-13: 1. John Schneider; 2. Ronnie Frisst; 3. Mike Unhorfer; 4. Zegin Braun; 5. Casey Higgins.
MINI 9-15: 1. Ronnie Frisst; 2. John Schneider; 3. Chad Kresge; 4. Mike Umhoeffer; 5. Tommy Lake.
MINI 14-15: 1. Doug Dehaan; 2. Scott Ghidiu; 3. Chad Krasge; 4. Gary Collette; 5. Kevin Pearsten.
SCHBY: 1. Keith Troccole; 2. Eric Reilly; 3. Neil Woerner; 4. Doug Dehaan; 5. James Knapp.
COLBY: 1. Mike Franklin; 2. Rick Maxson; 3. George Wolter; 4. Joe Marek; 5. Tony Peregrin.
PLUS 25 AM: 1. Richard Millon; 2. Joe Reisinger; 3. Paul Burfeind; 5. Brett Sherman; 5. Eruyc Leisner.
PLUS 25 EX: 1. Greg Nelson; 2. Scott Page; 3. John Walton; 4. Tom Hurd; 5. Michael Jones.
SR AM: 1. Scott Rhinehart; 2. Perry Brandon; 3. Chick Bryant; 4. Kevin Maliner; 5. Fred Lucas.
SR EX: 1. Bart Lucas; 2. Jarrett Newby; 3. Gene Nighman; 4. Brian Broadwell; 5. Ed Downing.
PLUS 40: 1. Bruce Stratton; 2. Fred Lucas; 3. Stephen Coy; 4. Jim Smith; 5. Erv Braun.
VINT: 1. Bernie Kohler; 2. Tracy Updyke; 3. Mike Meleski; 4. Vincent Scaffidi; 5. Gary Dipietro.
125 NOV: 1. Neil Woerner; 2. Bill Delanzo; 3. Rich Daly; 4. Fred Huff; 5. Brian Hinz.
125 AM: 1. Damien Plotts; 2. Eric Reilly; 3. Keith Troccloi; 4. Rick Maxson; 5. Mark Booker.
125 EX: 1. Chris Coleman; 2. Scott Sheak; 3. Billy Silvarole; 4. Dab Boyesen; 5. Greg Nelson.
250/OPEN NOV: 1. Bill Delano; 2. Gary Bush; 3. Fred Huff; 4. David Harris; 5. James Harris.
250/OPEN AM: 1. Damien Plotts; 2. Mark Booker; 3. Dean Warner; 4. Mike Vrabel; 5. Randy Stauff.
250 EX: 1. Chris Coleman; 2. Tom Rice; 3. Bruce Stratton; 4. Scott Sheak; 5. Billy Silvarole.
OPEN EX: 1. Scott Page; 2. John Young; 3. Jarrett Newby; 4. Thomas Bruno; 5. Michael Jones.

Crull rolls to Cycleland MX win

By Michael Rich

CHICO, CA, MAY 24

Vet rider Mike Crull came out on top of a fierce battle with 125cc Junior, Jason Ritchey, for the victory in the combined 125/Vet race at Cycleland Raceway.

Due to a light turnout in the Vet class, Crull and the other Vets lined up with the 125s. When the gate dropped in the first moto, Crull led the pack around the first turn and through

LOCAL EVENTS

Larry Harrison (77) led Ron Jones (3) and Brad Clark (358) at Hidden Acres MX.

the rocks. He was followed closely by Ritchey and Doug Lindgren. By the second lap, Crull and Ritchey had opened up a healthy lead in their battle for first. Ritchey tried repeatedly to stuff under Crull in the hairpins, only to have the door slammed shut by the veteran. On the last lap, Ritchey made a desperation move under Crull in the final turn. He came up inches short and had to settle for second. Third went to Aaron Rogers who had come through the pack after starting nearly last.

Crull and Ritchey picked up in the second moto where they had left off. As the two riders roared down the starting straight, Crull drifted wide and took out Ritchey's front wheel. While Crull recovered from the contact, Ritchey was sent flying into the hay bales. With his closest competition gone, Crull put it on cruise-control ahead of Jim Ferguson and Lance Sellars. On the third lap, Crull lost concentration and crashed. By the time he had remounted, he was back in fourth with only four laps remaining on the short stadium track. Crull rode like a madman, and within two laps was challenging Ferguson for the lead. As the two riders came out of the rockers, Crull cut to the inside while Ferguson went outside. Crull retook the lead in the next turn and went on for the win. Ferguson finished second, with Sellars in third.

In the Pro race, Lowell Moural Sr. took the holeshot ahead of his son, Lowell Moural Jr., and Tim Nobles. By the end of the first lap, Moural Jr. had taken the lead with Nobles moving up to challenge Moural Sr. for second. For the next six laps, Moural Sr. and Nobles fought for position. With just two laps left, Moural Sr. seemed to tire and gave up second to Nobles. Moural Jr. scored the win.

Moural Jr. roosted away from the field at the start of the second moto, with his father close behind. Nobles fell on the first lap and remounted in last place. But by the fifth lap, Nobles had moved back up to third and positioned himself on Moural Sr.'s rear fender. The two riders banged on each other continuously without either giving ground. On the last lap, Nobles was able to put a block pass on Moural Sr. and snatched second place by inches. Lowell Moural Jr. took the win and the overall.

Results

P/W: 1. Kevin Shimizu (Yam); 2. Danny Harris (Yam); 3. Kurtis Weber (Yam).
60: 1. Nikki Harris (Hon); 2. Sean Becker (Kaw); 3. Steve Shimizu (Kaw).
MINI NOV: 1. Robert Stout (Kaw); 2. Casey Weeks (Kaw); 3. Wes Curry (Hon).
MINI JR: 1. Jerry Harvey (Suz); 2. Justin Brown (Yam).
125 NOV: 1. Aaron Rogers (Hon); 2. Scot Martinez (Hon); 3. Lee Richards (Kaw).
125 JR: 1. Jim Ferguson (Hon); 2. Jason Ritchey (Hon).
250 JR: 1. Darrrin Delorme (Suz); 2. Matt Talbott (Cag).
VET: 1. Mike Crull (Yam); 2. Lance Sellars (KTM).
PRO: 1. Lowell Moural Jr. (Hon); 2. Tim Nobles (Suz).

Obert crushes 'em at Cambridge Short Track

CAMBRIDGE, MN, JUNE 1
Local junior Doug Obert showed the field the fast way around Cambridge Speedway tonight, though Billy Hofmeister gave him a run for his money.

Hofmeister won the heat race on his Faribault Harley-Davidson-backed Harley with Obert hot on his tail. In the main event, Hofmeister was first off the line and led until the third lap, when Obert slid his Honda Town Honda underneath going into turn one. This duo was never more than a wheel apart the rest of the way, while Eric Brouhard waited in third for a mistake by the leaders that never came.

The 250cc and Open Amateur classes were combined with the big bikes starting from the penalty line. Norb Gregory got the holeshot and pushed his Honda 2509 to a big lead over Eric Brouhard's 500. As the laps wound down Brouhard was closing in but ran out of time. Mike Tehro finished third on a Honda 500.

Announcer Tim McBride had everyone on the edge of their seats, as the 200cc class came to the line. The crowd favorite Elizabeth Kanter didn't disappoint. She worked her way to the front and won her heat race. Todd Zieberth, however, had a handle on things in the final and won going away.

Action in the 250cc MX class saw Dorn Peterson run away from the competition. Kevin Erickson and Rob Redmann fought for second, with Erickson getting the nod.

Dorn Peterson took his Yamaha WR250 to the Open MX class and won a heat race. Dave Jendro found a way around Peterson in the final and was first to the checkers on his KTM. Mike Bauer was third on an ATK.

Results

OPEN PRO: 1. Doug Obert (Hon); 2. Bill Hofmeister (H-D); 3. Eric Brouhard (H-D).
OPEN AM: 1. Eric Brouhard (H-D); 2. Mike Tehro (Hon); 3. Mike Bauer (Mai).
250 AM: 1. Norm Gregory (Hon); 2. Tom Ladwig (Yam).
OPEN MX: 1. Dave Jendro (KTM); 2. Dorn Peterson (Yam); 3. Mike Bauer (ATK).
250 MX: 1. Dorn Peterson (Yam); 2. Kevin Erickson (Kaw); 3. Rob Redmann (Yam).
200 COMB: 1. Todd Ziebarth (Yam); 2. Unknown; 3. Elizabeth Kanter (Kaw).
NOV: 1. Steve Lundeen (KTM); 2. Mike Cardell (Yam).

Jones jams at Hidden Acres MX

By Barbara and Loren Williams

KINGSPORT, TN, MAY 26
Ron Jones railed his Bare Bros./Jones Trucking Suzuki to double overall victories in the third round of Hidden Acres' 1991 Gatorade Championship Challenge. The 35-year-old racked up three moto victories in a row, acing the 25+ A class and putting himself in good position for a perfect score in 30+ A with a first moto win over longtime racing rival Larry Harrison.

The second moto of the 30+ A class, was combined with 30+ B and C and 250cc B classes. Half of the pack followed Harrison's false start as he leaped offsides over the gate before it dropped, leaving Allen Lunsford and Harrison hung at the start. To Jeff Lyons' disappointment, the race was red-flagged while he was securely in the lead.

On the restart, featuring Harrison turned backwards, Jay Hayes claimed the front position and roared around the first turn. Lunsford came in contact with Gary Osborne going into the turn, and both went down. Osborne was forced to retire for the day and, while Lunsford was able to continue the race, he was never a threat for the lead.

Harrison worked his way up from back in the pack into second by the end of lap one, with Lyons breathing down his jersey and Jones watching from fourth for a chance to get past both of them. Lyons slipped around Harrison a lap later at the finish line tabletop and set off in pursuit of Hayes. Jones caught Harrison halfway through the whoops on lap three, powering wide on a turn to use the berm and put Larry in fourth. Jones was gaining on Lyons, getting resigned to finishing third, when Hayes dropped out and handed the victory to Lyons on the last lap, with Jones coming in a close second and Harrison third.

First off the line in the combined 125cc classes, Jim Chester showed the way for the rest of the field around the whole course for all five laps, with the only possible competition coming from Brad Clark.

Mike Litz a 125cc B rider, holeshot the combined 125cc classes in moto two, followed closely by 125cc C contender Kipp Ketron, who didn't make it past the first turn. Three other riders, Chester, Matthew Sutphin and Robbie Neal, laid it down to avoid Ketron while Litz motored away from the pileup nearly alone. Leslie Belcher reeled him in and made good on a pass to put Litz in second place in the pack, though he ended up winning the 125cc B class. Chester, who remounted last, methodically picked off riders on each lap and ended up in third at the finish.

Results

50: 1. Jeffrey Fields (Yam); 2. David McFarland (Yam); 3. Chad Asbury (Yam); 4. Ashley Asbury (Yam).
JR MINI 7-11: 1. Robbie Collins (Hon).
SR MINI: 1. Jamey Crowder (Kaw); 2. Preston Rose (Kaw); 3. Joseph Hopson (Yam); 4. Michael Emmert (Kaw).
SCHBY: 1. Kipper Ketron (Suz); 2. Joseph Hopson (Yam); 3. Raleigh Deel; 4. Jason Thompson (Hon).
ENDR: 1. Andrew Locke (KTM); 2. Jeff Davis (Yam); 3. Ronald Jenkins (Suz).
125 A: 1. Jim Chester (Suz).
125 B: 1. Mike Litz (Suz); 2. Brad Clark (Kaw).
125 C: 1. Leslie Belcher (Hon); 2. Matthew Sutphin (Hon); 3. James Neece (Kaw); 4. Kipper Ketron (Suz); 5. Herb Asbury (Hon).
125 NON-CURR: 1. James Kincer (Hon).
250 A: 1. Jim Chester (Suz); 2. Mike Garrett (KTM).
250 B: 1. Jay Hayes (Hon).
250 C D-1: 1. Brian Hess (Kaw); 2. Chris Rose (Kaw); 3. Kenneth Bailey (Hon); 4. Loren Williams (Kaw); 5. Butch Stansell (Kaw).
250 NON-CURR: 1. Jeffrey Slate (Hon); 2. Robert Tilson (Yam); 3. Brian Neely (Kaw).
25+ A: 1. Ron Jones (Suz); 2. Jeffery Lyons (Kaw); 3. Larry Harrison (Suz).
25+ B: 1. Cletis Green (Hon).
25+ C: 1. Chris Rose (Kaw); 2. Johnny Rasar (Suz); 3. David Weston (Yam); 4. James Kincer (Hon); 5. Mike Phillippi (Kaw).
SR A: 1. Ron Jones (Suz); 2. Jeff Lyons (Kaw); 3. Gary Osborne (Hon); 4. Larry Harrison (Suz).
SR B: 1. Allen Lunsford (Hon).
SR C: 1. Johnny Rasar (Suz); 2. Mike Phillippi (Kaw); 3. Ronald Jenkins (Suz).
4-STRK: 1. Jeff Warren (Suz).
U/L AM: 1. James Hayes (Hon); 2. Steve Litz (Suz); 3. Robert Neal (Kaw); 4. Loren Williams (Kaw); 5. Randy Castle (Kaw).
OPEN AM: 1. Gary Osborne (Hon).
S/SR: 1. John Thompson (Suz).

Abbott tops Prescott 100

By Michael Ross

PRESCOTT, AZ, MAY 26
Destry Abbott claimed his fourth consecutive American Desert Racing Association overall win at the 15th Annual Prescott 100.

The event was marred by politics and what Race Director Phil Auernheimer described as "eco-terrorism". After a long and difficult battle with a vocal and well organized group of preservationists who vehemently opposed off-road activity in the Prescott National Forest. Auernheimer finally won the special permit he needed from the U.S. Forest Service to hold his race. But apparently those who opposed the race decided to take matters into their own hands and set booby-traps, changed course markings and threw rocks at passing racers. The local Sheriff's Department and even a helicopter patrolled the course. Several racers encountered the terrorists traps and Colby Turner was injured when he crashed into a log blocking the trail while being pelted with rocks.

The Dirt and Street Unlimited, KTM, and B&R Development-sponsored KTM rider Abbott beat second place Senior Expert Terry Sims by three minutes and 16 seconds to average 29.12 mph on the roughest Prescott course in years.

William Chambers finished third overall nearly 10 minutes after Sims. Chambers' third overall also garnered him second in the Senior Expert division. Ken Kozlik scored fourth overall in a race he described as horrible at 26.07 mph. Kozlik battled not only the very rocky and rough Prescott course, but also a stomach virus which made him sick during the whole last lap. Open Amateur class winner Todd Smith finished fifth overall at 25.87 mph after a year-long hiatus to sharpen his skills motocrossing.

Garth Sweetland finished fourth in the Open Expert class as the ADRA jinx continues to plague the Kawasaki rider. Although Sweetland has racked up an impressive list of finishes elsewhere this year, a thrown chain on the first of three laps dropped him to 136th overall.

Results

OPEN EX: 1. Destry Abbott (KTM); 2. Ken Kozlik (Hon); 3. John Haggard (Hon); 4. Garth Sweetland (Kaw).
OPEN AM: 1. Todd Smith (Hon); 2. Brian Sinclair (Hon); 3. Tim Bergstrom (Hon); 4. Stacey Miller (Yam); 5. Wayne Stockton (Yam).
200 AM: 1. Steeve Richards (Kaw).
28+ SR EX: 1. Terry Sims (Hon); 2. William Chambers (Kaw); 3. Bob Bittner (KTM); 4. Tim Abril (Kaw); 5. Mike Kozlik (Hon).
38+ SR EX: 1. Wayne Decklever (Hon); 2. Jerry Smith (Yam).
30+ AM: 1. Thomas Frantz (Hon); 2. Greg Bauman (Hon); 3. Hank LaPorte (Hon); 4. Jeff Sanders (Hon); 5. Stephen Gonzales (Yam).
30+ NOV: 1. Robert Velasquez (KTM); 2. Tim Curtis (KTM); 3. Rich Harmon (Hon); 4. Neil Goodel (Hon); 5. Pat Pazour (Yam).
40+ NOV: 1. Ron Paulsen (Hus); 2. Ron Zelletti (ATK); 3. Rex Goodell (Hon); 4. Iden Wilken (KTM); 5. Gary Mochel (Hon).
45+ OTHG: 1. John Kozlik (Hon); 2. Al Forbes (Yam); 3. Tom Sluman (Kaw).
50+ SR: 1. Joe Prosser (KTM); 2. Bob Bee (KTM); 3. Tony Hohl (Yam); 4. Dale Gozzolo (Kaw).
OPEN NOV: 1. Parrish Traweek (Hon); 2. Larry Vert (Hon); 3. Matt Carton (Kaw); 4. Dean Wilson (Hus); 5. Brian Roberts (Yam).
250 NOV: 1. Craig Deck (Kaw); 2. Ted Mink (Yam); 3. Gary Campbell (Hon); 4. John Huddock (Kaw); 5. Jerry Morrison (Hon).
200 NOV: 1. Tim Widener (Yam); 2. Rodney Hubbard (Hon); 3. Cullen Crabbe (Kaw); 4. Richard Ramos (Hon); 5. Frank Ramos (Hon).
C DINO: 1. Ron Smith (Hon); 2. Michael Bull (Hon); 3. Scott Kathan (Hon); 4. Tim Hoban (Yam); 5. Farrell Rodgers (Hus).
V DINO: 1. Alan Kim (Hon); 2. Pat Allen; 3. Joe Dickson (Kaw); 4. Alan Bennett (Yam); 5. Duane McGough (Kaw).
OPEN BEG: 1. Eric Monroe (KTM); 2. Dave Christopher (Hon); 3. Curt Macauley (Hon); 4. Chris Wrenn (Hon); 5. Daniel Allen (Hon).
250 BEG: 1. Mike Burchard (Suz); 2. Joe Ludlow (Yam); 3. David Parkinson (Yam); 4. Donovan Walker (Yam); 5. Terry Jonan (Yam).
200 BEG: 1. Ryan Bradish (Suz); 2. Lee Johnson (Hon); 3. Steve Gresham (Kaw); 4. Ben Tyminski (KTM); 5. Aaron Conklin (Hon).
LADIES: 1. Tamara Nieto (Kaw); 2. Lillie Sweetland (Kaw); 3. Lisa Wagher (KTM); 4. Alicia Northington (Hon); 5. Kate Kochenderfer (Hon).
IRON MINI: 1. Mathew Murphy (Hon).
SPTSMN FUNRACER: 1. Brian Dobmeier (Hon); 2. Bobby Creek (KTM); 3. Don Bull (Hon); 4. Chris Livelli (Suz); 5. Brad Steinberg (KTM).
MINI AM: 1. Mathew Murphy (Hon); 2. Dan Dobosz (Kaw).
MINI NOV: 1.Terry Webb (KTM); 2. Preston Pierce (KTM); 3. Jason Richarrd (Hon); 4. Kurt Schulz (Suz); 5. Nathan Melton (Suz).
MINI BEG: 1. Brandon Davis (Hon); 2. Bill Monday (Hon); 3. Daniel Williams (Suz); 4. Robbie Johnson Jr. (Hon); 5. Daniel Cox (Hon).

Lucero lands Speedway USA win

By Scott Daloisio

VICTORVILLE, CA, MAY 11
For the second week in a row, Steve Lucero defeated a trio of Russell Racing riders to win the Scratch main at Mike Sullivan's Speedway USA.

Leaping off the pole on the start, Lucero edged Mike Faria, Scott Brant and Gary Hicks into the first turn. Brant took his GM to the low side of the track on lap two and tried to take away the second spot since Faria gave him the inside of the track as he went to the outside to try and pass leader Lucero.

At the halfway point, Faria and Lucero were dead even. As they exited the second turn on the third revolution, Faria inched ahead. By the time they slid into the third turn, Lucero was back in first. When they took the white flag, Lucero, on the Shoei/Racecrafters/Team Scopelitte/Oakley Goggles/Oilzall Westlake held a slim lead. Faria stayed on the wide line through turn three and in turn four, he decided to take one last shot at Lucero. Faria drove down to the pole, hoping to catch Lucero off guard. It didn't work and Lucero bagged his second Speedway USA win in a row as Faria had to settle for second place. Third went to Brant with Hicks in the fourth spot.

In the Handicap main, World Indoor Ice Racing Champion Charlie Venegas led wire to wire. From the 30-yard-line, Venegas assumed command as soon as the tapes went up. Steve Furman was second with Brant third. The way Brant was flying on the night, everyone figured the main was his. That hunch received further bolstering when Furman parked in turn two on the second lap and Brant blew by before Furman could recover.

When the second lap ended, Faria got past Furman for third. One lap later, at the halfway point, Venegas led with Brant second and Faria third. Venegas' advantage was two lengths, the same he had when Brant took second from Furman. Brant was not getting any closer to Venegas, but he was getting closer to Faria and he had to start watching his flank. For the rest of the way, Brand couldn't move in close enough for a strong challenge. When the race ended, Venegas still had a two length advantage and he had his first Division One win of the season.

Results

SCRATCH: 1. Steve Lucero (Wes); 2. Mike Faria (Wes); 3. Scott Brant (GM); 4. Gary Hicks (Gdn).
HDCP: 1. Charlie Venegas (Wes); 2. Scott Brant (GM); 3. Mike Faria (Wes); 4. Steve Lucero (Wes).
D-2: 1. Russ Wageman (Wes); 2. Carlos Cardona (Wes).

Kalos awesome at Perris MX

By Tony Alessi

PERRIS, CA, MAY 25
Shaun Kalos scored a pair of moto victories in the combined Pro class during the GFI Super Saturday motocross at Perris Raceway.

Billy Frank led the start of the first moto with Brian Manley, Kalos and Mike Beier in tow. Frank, Manley and Kalos began a three-way battle for the lead while Beier fell off the pace and drifted back. Kalos clipped a tire on the fourth lap and lost about five seconds. With the head from Kalos gone, Manley was able to focus on leader Frank and the Race Tech teammates battled for the next two laps with Manley trying everything to get by Frank.

Kalos, meanwhile, was closing rapidly. When the race reached the halfway point, Kalos turned up the wick and blasted by Manley on the downhill, then knifed under Frank for the lead. Once out front Kalos crept away to the moto win. Manley also worked

past Frank for second but Kalos was well out of reach when the checkered flag waved.

Frank, Kalos and Beier blasted into the top three at the start of moto two while Manley was left on the ground. Manley picked himself up and began to ride quite wildly for the next several laps. Kalos assumed the lead on the second lap after passing Frank.

Once out front Kalos kept Frank in check and waited for him to tire out. Kalos' strategy worked because Frank did fatigue and Kalos scooted away to the win. Manley was on a rampage and reeled in Beier and passed him late in the moto for third. Frank continued to maintain his second place position but Manley was closing fast until the rear wheel on his Honda exploded and all the spokes ripped away from the hub, leaving the machine unrideable. Kalos took the win followed by Frank and Beier.

Results

50 FIRST TIMER: 1. Joey Arrcola (Yam); 2. Tuson Talkington (Yam).
50 STK A: 1. Heather Matthews (Yam); 2. Kane Stewart (Yam); 3. Ty Renshaw (Yam); 4. Tyson Burmeister (Yam); 5. David McFarland (Yam).
50 STK B: 1. Brett Peterson (Yam); 2. Brock Bolling (Itj); 3. Jeremy Mallott (Yam); 4. Lit Lunath (Yam); 5. Shawn Drouin (Yam).
50 MOD: 1. Eric Wood (Yam); 2. Vance Freeman (Yam); 3. Bret Peterson; 4. Hether Matthews (Yam).
60 D-1: 1. Bobby Beaupre (Kaw).
60 D-2: 1. Geoffrey Rader (Kaw); 2. Robert Breckenride (Yam); 3. Roland Rodriquez (Kaw); 4. Tony Pesaniello (Kaw); 5. Eric Wood (Kaw).
80 BEG: 1. Jerry Aleman (Suz); 2. Carey Wesley (Suz); 3. John Duffy (Yam); 4. Roger Clark (Kaw); 5. Adan McDermott (Kaw).
80 NOV: 1. Cory Sievers (Suz); 2. Dean Vanriper (Kaw); 3. David Hughes (Kaw).
125 BEG: 1. Sal Ugarte (Kaw); 2. Max Nelson (Yam); 3. Raymond Bowers (Kaw); 4. Brad Peters (Suz); 5. Eric Hanson (Yam).
25-29 NOV: 1. Scott Highland (Suz); 2. C.T. Falk (Yam); 3. Steve Scrape (Hon); 4. Cal Myers (Kaw); 5. Ron Stebe (Yam).
25-29 INT: 1. Ken Erb (Suz); 2. Marc Crosby (Yam); 3. Tom Belton (Hon); 4. Randy Danylo (Kaw).
VET NOV D-1: 1. Brian Renshaw (Yam); 2. Mike Marion (Hon); 3. John Chambers (Suz); 4. Angelo Morgan (Kaw); 5. Ray Pisarski (Hon).
VET NOV D-2: 1. Greg Erickson (Kaw); 2. Billy Womack (Suz); 3. Roland Rodriquez (Yam); 4. Chuck Freeman (Kaw); 5. Norm Schiel (Hon).
VET INT: 1. Bill Erb (Suz); 2. Donald Lerb (Hon); 3. Marc Crosby (Yam); 4. Frank Steiner (Kaw); 5. Mark Olson (Hon).
VET PRO: 1. Steve Banning (Hon); 2. Steve Wiseman (Hon).
WMN: 1. Maria Gonzalez (Kaw); 2. Holly Gallagher (Yam).
OT NOV/INT/EX: 1. Tom White (Hon); 2. Jody Weisel (Suz); 3. George Kohler (ATK); 4. Dan Fields (Yam); 5. Bengt Johannson.
125 NOV: 1. Jim Spotts (Suz); 2. Mike Mattista (Suz); 3. Steve Cox (Suz); 4. Kris Hawk (Hon); 5. Billy Reimer (Kaw).
125 NOV: 1. Randy Danylo (Kaw); 2. Gary Delligatte (Hon).
125 PRO: 1. Paul Cortez (Hon).
250 BEG: 1. Bret Milan (Kaw); 2. Robert Gonzalez (Suz); 3. R. Lee Halton (Yam); 4. Mark Perez (Hon); 5. Rusty Montgomery (Yam).
250 NOV: 1. Billy Womack (Suz); 2. Tony Alessi (Yam); 3. C.T. Falk (Yam); 4. Robie Peterson (Hon); 5. Ron Stebe (Yam).
250 INT: 1. Tony Spear (Suz); 2. Doug Allen (Kaw); 3. Willy Haney (Hon); 4. Jeff Lucas (Suz); 5. Brett Stubbs (Kaw).
250 PRO: 1. Shaun Kalos (Kaw); 2. Billy Frank (Hon); 3. Mike Beier (Hon); 4. Brian Manley (Hon); 5. Ed Verhelst (Kaw).
500 BEG: 1. Tim Jones (Hon).
500 NOV: 1. Frank Steiner (Kaw); 2. Greg Whitfield (Hon).
500 INT: 1. Tim Harris (Yam).
25-29 BEG: 1. Scott Larson (Yam); 2. R. Gleason (Yam); 3. Ty Larson (Suz); 4. Peter Ackourey (Yam); 5. Jauncho Banaag (Hon).

Olderberg aces Spring Creek MX

By Rolfe Otterness

MILLVILLE, MN, MAY 19

Jeff Oldenberg roosted two classes, the 17-24 A and 250cc A divisions at Spring Creek MX Park. This was the first event of the year at the track and 397 riders signed up to fling their bikes up and down the John Martin-prepped track.

Oldenberg led the 250cc A class around the sweeping first turn as moto one began. Bryan Hunt settled into second while Oldenberg stretched out a sizeable lead. Cory Keeney dispatched Hunt on the second lap and tried to reel in the leader. Oldenberg seemed to be in control of the moto, but nearing the end of the race he slacked off his pace enough for Keeney to noticeable gain. On the last lap Oldenberg stalled in a tight turn with Keeney diving into the lead. Keeney went on for the win with Oldenberg restarting to salvage second place. Dan Luloff was third after a good ride through traffic. Hunt held fourth over Lee Erickson with Duane Kuiken sixth.

Once again Oldenberg led the charge to the first turn as the gate dropped for the second moto with Keeney and Kuiken following him. Keeney was determined to get to the front of the pack, but Oldenberg wasn't about to surrender the lead and he held on to win despite Keeney's pressure for many laps. At the checkered they had a large lead over third place Kuiken. Lee Erickson, Marty Clark and Chad Cunningham followed runner-up Keeney across the finish line.

Brad Erickson charged hard in to the lead in the first Plus 25 moto with Dan Luloff closing rapidly. Luloff blitzed by on the next lap while Erickson fell under attack by Hunt. Hunt was looking strong and actually closed in on the leader after relegating Erickson to third near the midpoint of the moto. Luloff picked up the pace enough to secure the win over Hunt. Don Bonnicksen led Scott Steinle at the flag for third with Steve Milverstedt fourth after a good ride.

Hunt changed to the front in the second moto while Luloff staggered in pain to his bike after a first-turn crash. Luloff called it a day and retired from the moto. Hunt maintained control of the race and went on to win with Robert Bergstrom taking a solid second. Steinle moved up throughout the moto and took third from Bonnicksen on the final lap. Alan Stevensen was fifth over Todd Osman.

Cory Keeney led early in the first moto of the 125cc A class, but Rob Engstrom wrested the lead from him on the second lap and eased away for the win. Keeney held on for second over Dwayne Paterson and Jason Kempel.

Engstrom roosted out front early in the second moto with Paterson dropping into second. Keeney worked his way up to third after first lap trouble but couldn't catch Paterson. Kempel and Corey Holcomb rounded out the top five.

Results

MINI P/W: 1. Mike Kann; 2. Justin Peltier; 3. Courtney Sampson.
MINI JR: 1. Lance Cunningham; 2. Aaron Huppert; 3. Mike Clark.
MINI SR: 1. Heath Voss; 2. Shelly Kann; 3. Todd Fletcher.
YTH: 1. Aaron Carlson; 2. James Povolny; 3. Robbie McDowell.
25 PLUS: 1. Bryan Hunt; 2. Scott Steinle; 3. Don Bonnicksen.
VET C: 1. Bob Kelly; 2. Al Novotny; 3. Jim Reinharts.
VET A: 1. Jeff Sorenson; 2. Mike Graif; 3. Dave Jendro.
SR: 1. Thomas Hooker; 2. John Alford; 3. Al Staige.
125 C D-1: 1. Brent Stevensen; 2. Ricky Schugel; 3. Ben George.
125 C D-2: 1. Jim Povolny Jr.; 2. Steve Dorn; 3. Mike Stachour.
125 B: 1. Steve Krech; 2. Aaron Carlson; 3. Darren Chelin.
125 A: 1. Robbie Engstrom; 2. Dwayne Paterson; 3. Cory Keeney.
250 C D-1: 1. Brent Stevenson; 2. Bob Hejna; 3. Tim Peterson.
250 C D-2: 1. Chris Cox; 2. Richard Wiitala; 3. Troy Jech.
250 B: 1. Brian Wilson; 2. Brent Keeney; 3. Jeff Womeldorf.
250 A: 1. Jeff Oldenberg; 2. Cory Keeney; 3. Duane Kuiken.
OPEN C: 1. Brian Wilson; 2. Thomas Stiff; 3. Jeff Hahnen.
OPEN A: 1. Jay Hoenk; 2. Marty Clark; 3. Jeff Sorenson.
17-24 C: 1. Darren Chelin; 2. Richard Wiitala; 3. Chad Luhman.
17-24 A: 1. Jeff Oldenberg; 2. Robbie Engstrom; 3. Dwayne Paterson.

Berg too tough at Thunder Ridge Motocross

By Carla Nelson

SOUTH EDMESTON, NY, MAY 18-19

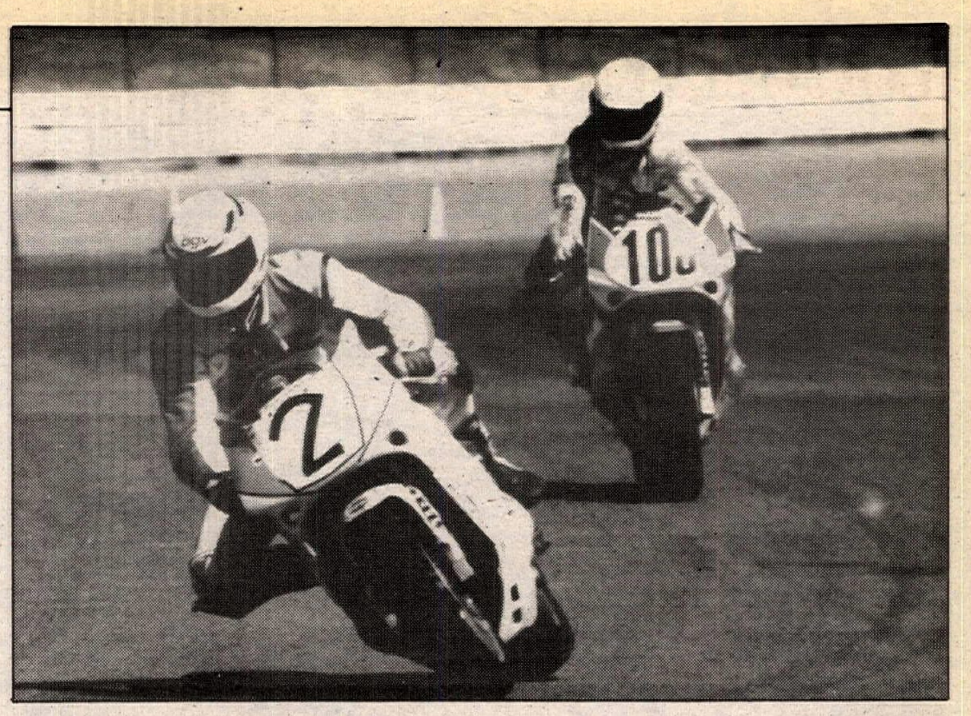
Justin Berg never faltered on his way to winning the 250cc Amateur qualifier at Thunder Ridge. Two days of qualifying races were held for the Amateur Nationals at Loretta Lynn's. The hilly, natural terrain track was in excellent condition.

Berg grabbed the start in the 250cc Amateur moto. His main competitor Ben Trask was back in midpack. Jason Langley, Mark Delorenzo and John Berchem were in second through fourth, respectively. They were close to each other, but three seconds behind the leader, Berg. Trask was definitely on the gas, as by midmoto he was in third and on Langley's rear fender. Berg was 10 seconds behind and still cruising. Trask eventually passed Langley and grabbed second. Also moving up — into the top five — was Dean Warner. He displaced a fading Berchem and eventual fifth place finisher Brian Croft.

Berg again led the class in moto two. This time, however, Trask was right behind him, as the pair set a blistering pace. Langley and Warner were staging their own battle five seconds behind the leader by midpoint. The lead pair stayed wheel to wheel, but Berg never made a slip, as Trask tried everything to get by. Eventually Trask settled in one second behind Berg, which is how they finished. In the next turn Warner outbraked Langley so that they were even again. On the last lap Langley made the pass going into the woods. This gave him third overall. Warner earned fourth for the day.

Results

SATURDAY
WMN: 1. Cindy Cole; 2. Carla Nelson; 3. Tammy Huckabone.
51 STK: 1. James Robinson; 2. Matt Shogren.
65 STK 7-11: 1. Paul Bradley; 2. Benjamin McCarthy.
85 STK 7-11: 1. Paul Bradley; 2. Shawn Latorre; 3. Scott Miller.
85 STK 12-13: 1. Ryan Kaichen; 2. Michael Umhoefer; 3. Gerald Lashway.
85 STK 14-15: 1. Chad Kiresge; 2. Scott Ghidiu; 3. Ryan Amiro.
125 STK 12-15: 1. Eric Reilly; 2. Aaron Trahan; 3. James Knapp.
125 MOD 12-15: 1. Eric Reilly; 2. Larry Lashway; 3. Gregg Frutchey.
125 STK: 1. Derek Stull; 2. David Harris; 3. Jeff Gilman.
125 B STK: 1. Eric Reilly; 2. Robert Stravinsky; 3. Rick Maxson.
125 A STK: 1. Mike Callahan; 2. David Burger; 3. Sean Skutnik.
250 C STK: 1. Fred Huff; 2. Jason Nowak; 3. James Harris.
250 B STK: 1. Ben Trask; 2. Jason Langley; 3. Adam Butler.
SUNDAY
50: 1. Justin Murray; 2. Lonny Thurston Jr.; 3. David Sterritt.
JR MINI 80: 1. Paul Bradley; 2. Joshua Sterritt; 3. Brian Suozzo.
SR MINI: 1. Chad Kresge; 2. Clint Rooney; 3. Gerry Lashway.
85 MOD 9-13: 1. Michael Umhoefer; 2. Ryan Kaichen; 3. Gerry Lashway.
85 MOD 14-15: 1. Chad Kresge; 2. Clint Rooney; 3. Ryan Amiro.
SCHBY: 1. James Knapp; 2. Larry Lashway; 3. Anthony Pavia.
PLUS 25 AM: 1. Ted Baker; 2. Mike Poplawsky; 3. Steve Morgan.



Dave Duprey (2) won the Heavyweight Supersport sprint race at Firebird Raceway.

PLUS 25 EX: 1. Greg Nelson; 2. Don Grahn; 3. Paul Coon.
SR AM: 1. Chuck Bryant; 2. Jeff Simmons; 3. Darrel Hurlbut.
SR EX: 1. Don Grahn; 2. Jarrett Newby; 3. Larry Loudis.
S/SR: 1. Bruce Stratton; 2. Jim Smith; 3. Stephen Coy.
200 NOV: 1. Fred Huff; 2. David Harris; 3. Derek Stull.
125 AM: 1. Eric Reilly; 2. Robert Stravinsky; 3. Rick Maxson.
125 EX: 1. Bruce Stratton; 2. Billy Silvarole; 3. Rob Nessel.
250 AM: 1. Justin Berg; 2. Ben Trask; 3. Dean Warner.
250 EX: 1. Billy Silvarole; 2. Bruce Stratton; 3. John Young.
OPEN NOV: 1. David Harris; 2. Fred Huff; 3. Brett Sanger.
OPEN AM: 1. Matt Delorinzo; 2. George Austin; 3. Chad Moore.
OPEN EX: 1. John Young; 2. Jarrett Newby ; 3. Mike Murray.
VINT: 1. Ken Martin; 2. John Bradley; 3. Shane Dockstader.

Duprey dashes to Firebird RR win

By Naomi Bourne
Photo by W.J. Field

CHANDLER, AZ, MAY 25-26

The only Suzuki to finish first in three Suzuki Cup contingency races belonged to Dave Duprey who rode his GSXR750 to victory in the Heavyweight Supersport sprint at the AMA/CCS Southwest Region road races at Firebird International Raceway.

The Mountain View Tours/Desert Kawasaki-Suzuki/Family Racing/Dunlop/AGV/Lockhart/Maier/BG/Track Pads-sponsored rider won $500 plus points toward the Suzuki Cup Grand National Finals. Duprey's WERA endurance teammate, Dale Kieffer of Madness Racing, was in second place and gaining, but slid out in turn 10. Duprey pocketed additional cash in the Unlimited GP, finishing second behind Long Beach Yamaha/Yoshimura/Spectro/Dr. Cycle-sponsored Brad Hazen. Hazen claimed the $500 Yamaha contingency purse.

John James continued hjis quest for the number two plate. He earned two firsts, two seconds and a third for the weekend. James won the Lightweight Supersport and Superbike sprints. His second place finishes were in the Lightweight GP behind Joe Shelton, Jr. and in the Solo GTU behind Stu Morrison. James, sponsored by Arai, Kal-Gard, Metzeler, RK, T&O Yamaha, Lockhart, Sudco and AirTech, raced his FZR400 against a field of 600cc machines to third place in the Middleweight Supersport sprint.

Stu Morrison won the Unlimited Supersport race in a one-on-one duel with Hazen. The Lefty Bell, Red Baron Racing, TNT, Apache Honda-Yamaha-Suzuki and Hintz Construction-backed rider rode excellent lap times of about 1:15:50, and finished with a two-second margin of victory. Morrison chalked up three other wins for the weekend in the Solo GTU, Middleweight Supersport, and Middleweight GP races.

Results

U/L GP: 1. Brad Hazen (Yam); 2. Dave Duprey (Suz); 3. John Burgoyne (Suz); 4. David Adang (Yam); 5. Jim Jaquette (Suz).
U/L S/SPRT EX: 1. Stu Morrison (Yam); 2. Brad Hazen (Yam).
H/W S/SPRT EX: 1. Dave Duprey (Suz); 2. Bill Collins (Suz); 3. Mykel Caruso (Suz); 4. Glenn Mire (Hon); 5. Leonard Kirschner (Yam).
H/W S/SPRT AM: 1. Mike Rosano (Suz); 2. James Robertson (Suz); 3. Steven Rushford (Yam); 4. Geoffry Maloney (Suz); 5. Brian Williams (Suz).
M/W S/SPRT EX: 1. Stu Morrison (Yam); 2. Glenn Mire (Hon); 3. John James (Yam); 4. Tony Mathews (Hon); 5. William Syfan (Suz).
M/W S/SPRT AM: 1. Steven Rushford (Yam); 2. Loren McGrew (Yam); 3. George Leavell (Kaw); 4. Richard Frisbie (Suz); 5. Dan Ward (Yam).
L/W S/SPRT EX: 1. John James (Yam); 2. William Syfan (Suz); 3. Jeff Pepiot (Yam); 4. Leonard Kirschner (Yam); 5. Tom Dahl (Suz).
L/W S/SPRT AM: 1. Kye Sharp (Yam); 2. Robert Renaud (Yam); 3. Doug Schmitz (Yam); 4. Sam Wagonseller (Hon); 5. David Rausch (Suz).
H/W S/BK EX: 1. Jim Jaquette (Suz); 2. Mykel Caruso (Suz); 3. Tom Garvin (Suz); 4. Mark Junge (Suz); 5. Daniel Lyon (Hon).
H/W S/BK AM: 1. Thomas Salas (Hon); 2. Geoffrey Maloney (Suz); 3. James Robertson (Suz); 4. Brian Williams (Suz); 5. Michael Smith (Yam).
M/W S/BK EX: 1. Jim Cox (Yam); 2. Robert Dick (Yam); 3. Tony Felber (Yam); 4. Mark Nolen (Hon); 5. Glenn Mire (Hon).
M/W S/BK AM: 1. Steve Rushford (Yam); 2. Thomas Salas (Hon); 3. Mike Butak (Yam); 4. George Leavell (Kaw); 5. Richard Frisbie (Suz).
L/W S/BK EX: 1. John James (Yam); 2. Jeff Pepiot (Yam); 3. John Iacobucci (Yam); 4. Thomas Fujibayashi (Hon); 5. Leonard Kirschner (Yam).
L/W S/BK AM: 1. Robert Torset (Hon); 2. Darren Mauldin (Hon); 3. Kye Sharp (Yam); 4. Thomas Trapp (Yam); 5. Robert Renaud (Yam).
M/W GP EX: 1. Stu Morrison (Yam); 2. Jim Cox (Yam); 3. Joe Shelton Jr. (Yam); 4. Glenn Mire (Hon); 5. Mark Nolen (Hon).
M/W GP AM: 1. Steven Rushford (Yam); 2. Thomas Salas (Hon); 3. Michael Smith (Yam); 4. Dan Ward (Yam); 5. Cory Ward (Yam).
L/W GP EX: 1. Joe Shelton (Yam); 2. John James (Yam); 3. John Iacobucci (Yam); 4. Jeff Pepiot (Yam).
L/W GP AM: 1. Robert Renaud (Yam).
H/W S/TW EX: 1. Rick Williams (Hon); 2. William Syfan (Suz); 3. Thomas Fujibayashi (Hon); 4. Tom Dahl (Suz); 5. Michael Haracourt (Tri).
H/W S/TW AM: 1. Robert Torset (Hon); 2. Darren Mauldin (Hon); 3. Ross Staffeldt (Cag); 4. Sam Wagonseller (Hon).
L/W S/TW EX: 1. Rick Williams (Hon); 2. William Syfan (Suz); 3. Tom Dahl (Suz); 4. Thomas Fujibayashi (Hon).
L/W S/TW AM: 1. Robert Torset (Hon); 2. Ross Staffeldt (Cag); 3. Sam Wagonseller (Hon); 4. David Rausch (Suz).
SPTSMN EX: 1. William Syfan (Suz); 2. Tom Dahl (Suz); 3. Steve Stone (M-M); 4. Leslie Johnson (Tri); 5. Martin Harvey (Yam).
SPTSMN AM: 1. Doug Schmitz (Yam); 2. Paul Shoen (BSA); 3. Jon Eberly (Yam); 4. Eric Rice (Hon).
U.W. TW SPRT: 1. Thomas Moore (H-D); 2. Mark Bautzer (H-D).
SOLO GTO EX: 1. John Burgoyne (Suz); 2. Marc Shaffer (Yam); 3. Bill Collins (Suz); 4. Ed Hullinger (Suz); 5. David Claborn (Suz).
SOLO GTO AM: 1. Geoffrey Maloney; 2. James Robertson (Suz); 3. Michael Smith (Yam); 4. Joshua Pitt (Suz); 5. Brian Williams (Suz).
SOLO GTU EX: 1. Stu Morrison (Yam); 2. John James (Yam); 3. Tony Felber (Yam); 4. Mike Ross (Yam); 5. Glenn Mire (Hon).
SOLO GTU AM: 1. Steven Rushford (Yam); 2. George Leavell (Kaw); 3. Brett Proctor (Yam); 4. Thomas Trapp (Yam); 5. Sam Wagonseller (Duc).

Aden stars at Costa Mesa Spdwy

By M. Sober

COSTA MESA, CA, MAY 24

The fifth week of the special Prime Ticket television racing format began with teenager John Aden winning his first ever Handicap main at the tiny Costa Mesa oval. Aden, who is in only his second full season of speedway motorcycle racing, put his low yardage starting position to good use, outdistancing a formidable and experienced field.

Before Aden could grin ear-to-ear about what he'd accomplished, he had to survive two complete restarts. The first red flag came out for National Champion Mike Faria, as he and Steve Lucero went down against the boards in turn one of the opening lap. Faria was slow to rise but managed to make the restart. The second red flag appeared from referee Jim Fishback when Gary Ackroyd parked in turn two of the initial lap causing Gary Hicks and Lucero to go down as well. Fishback was in a generous mood apparently, allowing all the riders to restart with no penalties.

The third attempt to get the race in the books was successful with Aden, once again, taking the early lead. Aden was followed closely by Charlie Venegas, who took to the outside line to try and get around the young man from Apple Valley. Venegas attacked the undeveloped outside line with a vengeance, but after three frantic laps he conceded the front spot to Aden and dropped back into line on the blue groove in second place.

Josh Larsen, who started from the 40 yard line, was the next to try the nonexistent outside, but after three laps of fruitless labor he too fell back into the freight train and eventually finished fifth. Venegas could not catch Aden but did manage to hold onto second place. Donnie Odom rode a consistent race to finish third. Fourth went to Lucero.CN

Results

SCRATCH: 1. Brad Oxley (Wes); 2. Scott Brant (Wes); 3. Brent Werner (Wes); 4. Gary Hicks (Wes).
HDCP: 1. John Aden (Jaw); 2. Charlie Venegas (Wes); 3. Don Odom (Wes); 4. Steve Lucero (Gdn); 5. Josh Larsen (Gdn).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

6/16	Rijeka, Yugoslavia
6/29	Assen, Holland
7/21	Paul Ricard, France
8/4	Donington Park, Great Britain
8/18	Misano, San Marino
8/25	Brno, Czechoslovakia
9/8	Interlagos, Brazil
9/29	Shah Alam, Malaysia

World C'ship Superbike Road Race Series

6/30	Osterreich, Austria
8/4	Misano, San Marino
8/11	Anderstorp, Sweden
8/25	Sugo, Japan
9/1	Shah Alam, Malaysia
9/15	Hockenheim, Germany
9/29	Magny Cours, France
10/6	Mugelio, Italy
10/19	Philip Island, Australia

World C'ship Endurance Road Race Series

7/14	Spa, Belgium
7/28	Suzuka, Japan
8/4	Jahor, Malaysia
9/22	LeCastellet, France
9/29	Donington Park, Great Britain
10/20	Philip Island, Australia

World C'ship Observed Trials Series

6/23	Myslenice, Poland
6/30	Piesting, Austria
7/7	Cervina, Italy
8/23	Helsinki, Finland
9/1	Gothenberg, Sweden
9/15	Nepomuk, Czechoslovakia

World C'ship 125cc MX Series

6/23	Hatherton, Great Britain
6/29	Killinchy, Ireland
7/14	Amatitlan, Guatemala
7/21	Campos do Jordao, Brazil
8/4	Riel, Germany
8/18	Suzuka, Japan

World C'ship 250cc MX Series

6/16	Bandasserona, San Marino
6/23	Arbis, France
6/30	Nismes, Belgium
7/14	Unadilla, USA
7/21	Maracay, Venezuela
8/4	Motola, Sweden
8/18	Suzuka, Japan

World C'ship 500cc MX Series

6/30	Esantaoglia, Italy
7/7	Hawkstone Park, Great Britain
7/21	Reutlingen, Germany
8/4	Namur, Belgium
8/11	Kohlenberg, Luxemburg
8/25	San Bernardino, CA, USA

World C'ship Enduro Series

6/22-23	La Rufina, Italy
6/29-30	Borgo Maggiore, San Marino
7/20-21	Kielce, Poland
7/27-28	Munster, Germany

Int'l Six Days Enduro

9/2-7	Brezova, Czecho

Motocross des Nations

9/15	Valkenswaard, Holland

Trial des Nations

9/22	Grosshaubach, Germany

AMA Grand Nat'l C'ship Camel Pro Series

6/29	Lima, OH HM
7/13	Hagerstown, MD HM
7/20	Syracuse, NY M
7/27	Oklahoma City, OK HM
8/4	Peoria, IL TT
8/7	Rapid City, SD HM
8/24	Indianapolis, IN M
9/1	Springfield, IL M
9/15	San Jose, CA M
10/5	Pomona, CA HM
10/12	Sacramento, CA M

Info 614/891-2425

AMA Camel Supercross Series

6/15	San Jose, CA
6/22	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

7/7	Buchanan, MI
7/21	Axton, VA
7/28	Troy, OH
8/4	Southwick, MA

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/11	Millville, MN
9/1	Washougal, WA
9/22	Binghamton, NY
9/29	Delmont, PA
10/6	Budds Creek, MD
10/13	New Berlin, NY

Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series

6/16	Hutchinson, KS HM
6/22	Lake Odeesa, MI HM
7/7	Franklin, WI ST
8/9	Sturgis, SD ST
8/10	Sturgis, SD HM
8/17	Hamburg, NY HM
9/21	Castle Rock, WA TT

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

6/14-16	Loudon, NH
6/28-30	Elkhart Lake, WI
7/4-6	Charlotte, NC
8/2-4	Lexington, OH
8/9-11	College Station, TX
9/6-8	Topeka, KS
9/20-22	Rosamond, CA
11/9-10	Miami, FL

Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

6/16	Avoca, NY
8/4	Jefferson, PA
9/15	Freemansburg, PA
9/29	Jefferson, PA
10/13	Oregonia, OH

* All Star Invitational

Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb

8/31	Everett, PA

Info 614/891-2425

AMA Nat'l C'ship Enduro Series

7/14	Perkinston, MS
9/22	New Waverly, TX
10/13	Redding, CA
10/27	Bear, DE
11/3	Morrison, IL

* Tentative

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

6/30	Ketchum, ID
7/21	Flat River, MO
7/28	S. Edmonston, NY
9/29	Lynnville, IN

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

9/29	Wendover, UT
10/20	Wells, NV

* Tentative

Info 614/891-2425

AMA/Wiseco/ Yamaha/Yokohama Grand Nat'l Cross Country Series

6/16	Davis, WV
6/30	Charlotte, NC
8/25	Waterford, OH
9/8	Millfield, OH
9/22	Bunner Ridge, WV
10/6	Elkins, WV
10/20	Mt. Morris, PA
11/10	Greeneville, TN

Info 304/594-1157

AMA Amateur/Youth Nat'l Dirt Track C'ship

TT Scrambles Final

7/12-13	Peoria, IL

Short Track Final

7/9-10	Peoria, IL

Half Mile Final

7/6-7	Henry, IL

Info 614/891-2425

AMA Amateur Nat'l C'ship Supercross Series

6/16	San Jose, CA
6/23	Los Angeles, CA

Info 813/822-8929

AMA/CCS Pro/Am C'ship Road Race Series

Great Lakes Region

6/15-16	Grattan, MI
7/6-7	Grattan, MI
7/27-28	S. Beloit, IL
8/24-25	S. Beloit, IL
9/14-15	Grattan, MI
10/5-6	Grattan, MI

South Florida Region

6/29-30	Savannah, GA
7/20-21	W. Palm Beach, FL
8/3-4	Savannah, GA
8/17-18	W. Palm Beach, FL
8/31-9/1	Savannah, GA
9/21-22	W. Palm Beach, FL
8/28-29	Braselton, GA
10/27	W. Palm Beach, FL
12/15	W. Palm Beach, FL

Southeast Region

6/29-30	Savannah, GA
8/3-4	Savannah, GA
8/17-18	Talladega, AL
8/31-9/1	Savannah, GA
10/12-13	Talladega, AL

Mid Atlantic Region

6/22-23	Summit Point, WV
7/20-21	Summit Point, WV
9/14-15	Summit Point, WV
8/28-29	Braselton, GA

Midwest Region

6/15-16	Grattan, MI
7/6-7	Grattan, MI
7/27-28	S. Beloit, IL
8/24-25	S. Beloit, IL
9/7-8	S. Beloit, IL
10/5-6	Grattan, MI

Salt Lake Region

7/7	Bonneville, UT
9/1	Bonneville, UT
10/6	Bonneville, UT

Southwest Region

6/15-16	Chandler, AZ
8/31-9/1	Las Vegas, NV
9/21-22	Chandler, AZ
10-/12-13	Las Vegas, NV

Northeast Region

6/29-30	Loudon, NH
7/20-21	Bridgehamton, NY
8/3-4	Loudon, NH
9/7-8	Loudon, NH

Mountain Region

6/22-23	Second Creek, CO
7/6-7	Second Creek, CO
7/20-21	Mt. View, CO
8/3-4	Pueblo, CO
8/17-18	Mt. View, CO
9/14-15	Steamboat Springs, CO
9/28-29	Second Creek, CO

Finale

10/18-20	Daytona Beach, FL

Info 614/891-2425

AMA Nat'l Reliability Enduro Series

6/22-23	McMinnville, OR
10/5	Minden, NV

Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

9/1	TBA, PA
9/7	Wrentham, MA
9/8	Exeter, RI

Info 614/891-2425

AMA/Loretta Lynn Amateur/Youth MX Qualifiers

Northeast Area

6/15-16	Youth Regional Auburn, NY
6/22-23	Amateur Regional Armaugh, PA

Southeast Area

6/15-16	Amateur Regional Axton, VA
6/22-23	Youth Regional Gainesville, FL

Mideast Area

6/15-16	Amateur Regional Delta, OH
6/22-23	Youth Regional Sugar Grove, OH

North Central Area

6/15-16	Youth Regional Casey, IL
6/22-23	Amateur Regional Byron, IL

South Central Area

6/22-23	Am/Youth Regional Tyler, TX

Nat'l C'ship Finals

8/13-17	Hurricane Mills, TN

Info 419/478-5386

NMA/Coca Cola Grand Nat'l C'ship Motocross

8/6-11 Ponca City, OK
Info 213/868-8112

Alaska Motorcycle Assn. MX Series

6/15-16 Anchorage, AK
6/30 Sutton, AK
7/6-7 Fairbanks, AK
7/21 Anchorage, AK
7/28 Sutton, AK
8/3-4 Sutton, AK
8/11 Anchorage, AK
8/31-9/1 Fairbanks, AK
9/8 Anchorage, AK
Info 907/694-2805

CMA Canadian Nat'l Dirt Track Series

7/1 Peterborough, Ontario, CAN
7/6 Jonquiere, Quebec, CAN
7/13 Welland, Ontario, CAN
8/10 Trois Rivieres, Quebec, CAN

CMA Canadian Nat'l MX Series

7/7 Ste-Genevieve de Batiscan, Que., CAN
7/14 Vallee Jonction, Quebec, CAN
7/21 Rimouski, Quebec, CAN

RACE Castrol-Motoplan Canadian Nat'l Road Race C'ship Series

6/21-23 Calgary, Alberta, CAN
7/12-14 Shannonville, Ont., CAN
7/26-28 Shubanacadie, N.S., CAN
8/9-11 Montreal, Quebec, CAN
8/30-9/1 Shannonville, Ont., CAN
Info 416/940-8873

RACE Castrol Eastern Canada Road Race Challenge Series

6/28-30 Shannonville, Ont., CAN
7/19-21 Le Circuit Deux Montagnes, CAN
8/16-18 Shannonville, Ont., CAN
9/27-29 Shannonville, Ont., CAN
Info 416/940-8873

WERA Pro/F-USA Road Race Series

6/21-23 Kent, WA
8/2-4 Brainerd, MN
8/23-25 Pocono, PA
9/20-22 W. Palm Beach, FL
10/30-11/3 Grand Nat'l Final Suzuki Nat'l Cup Final Braselton, GA
Info 803/681-9372

SBS/PM WERA Nat'l Endurance Road Race Series

6/22 Kent, WA
7/13-14 Garrettsville, OH
8/3 Brainerd, MN
8/21 W. Palm Beach, FL
8/31 Millington, TN
9/14 Faulkville, GA
10/5 Clermont, IN
11/1 Braselton, GA
Info 803/681-WERA

WERA Nat'l Vintage Road Race Series

6/15 S. Beloit, IL
6/29 Grattan, MI
8/3 Talladega, AL
8/10 Rockingham, NC
8/17-18 Oak Hill, SC
8/23 Pocono, PA
8/31 Nelson Ledges, OH
Info 803/681-WERA

WERA Regional C'ship Road Race Series

Northeast/Mid-Atlantic Region

6/15-16 Rockingham, NC
8/10-11 Rockingham, NC
8/17-18 Summit Point, WV
8/23-25 Long Pond, PA
8/31-9/1 Garrettsville, OH
9/28-29 Garrettsville, OH
10/12-13 Summit Point, WV

Southeast Region

6/15-16 Rockingham, NC
6/29-30 Talladega, AL
7/20-21 Faulkville, GA
8/10-11 Rockingham, NC
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/14-15 Faulkville, GA
9/28-29 Talladega, AL

North Central Region

6/15-16 S. Beloit, IL
6/29-30 Grattan, MI
7/27-28 Grattan, MI
8/17-18 E. St. Louis, IL
8/23-25 Long Pond, PA
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Clermont, IN

Mid Central Region

6/29-30 Talladega, AL
8/3-4 Talladega, AL
8/17-18 E. St. Louis, MO
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/28-29 Talladega, AL

South Central Region

6/22-23 San Angelo, TX
7/20-21 Henderson, TX
8/3-4 College Station, TX
8/24-24 College Station, TX
8/23-25 Long Pond, PA
8/31-9/1 Millington, TN
9/14-15 College Station, TX
10/12-13 Henderson, TX
Info 803/681-WERA

NESC C'ship MX Series

6/16 Lewiston, ME
6/23 Southwick, MA
6/30 C. Village, CT
7/7 Southwick, MA
7/28 Southwick, MA
8/11 Middleboro, MA
8/18 C. Village, CT
8/25 Southwick, MA
9/1-2 Lewiston, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/22 C. Village, CT
9/29 Southwick, MA
10/6 Middleboro, MA
10/20 Southwick, MA
10/27 Middleboro, MA
11/3 Middleboro, MA
11/10 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series

6/16 Chester, CT
6/23 Wrentham, MA
6/30 Southampton, MA
7/28 Oxford, MA
9/8 Windsor, MA
9/22 Adams, MA
9/29 W. Greenwich, RI
10/20 W. Warren, MA
11/3 Stafford, CT
12/1 Marlborough, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series

7/7 Union, CT
7/14 Windsor, MA
7/21 Fishouse, NY
8/4 Thomaston, CT
8/11 Eastern, MA
8/18 Union, CT
8/25 Cheshire, MA
9/15 N. Petersburg, NY
10/6 Fishouse, NY
Info 203/875-5757

NETRA Turkey Run Series

7/21 Skowhegan, ME
8/4 Washington, MA
8/11 Southwest, MA
8/18 Bartonsville, VT
8/25 Gardner, MA
9/1 Allenstown, NH
9/8 Swiftwater, NH
9/15 Otis, MA
10/6 Winchendon, MA
10/13 N. Conway, NH
10/20 Cape Cod, MA
10/27 Central Village, CT
11/17 Berlin, MA
11/24 Plympton, MA
Info 203/875-5757

ECEA Enduro Series

6/23 Hobbie, PA
7/21 Blain, PA
7/28 Crossforks, PA
8/4 Middlebury Center, PA
8/11 Speedsville, NY
8/25 Mauricetown NJ
9/15 Shippensburg, PA
9/22 Brandonville, PA
9/29 W. Greenwich, RI
10/6 Greenbank, NJ
10/27 Bear, DE
11/10 Warren Grove, NJ
Info 609/893-7294

AHRMA Historic Cup Road Race Series

7/6 Grattan, MI
7/20 Summit Point, WV
8/31 Las Vegas, NV
9/14 Steamboat Springs, CO
9/28 Braselton, GA
Info 715/842-9699

AHRMA Showcase Road Race Series

6/15-16 Loudon, NH
6/29-30 Elkhart Lake, WI
8/3-4 Lexington, OH
9/7-8 Topeka, KS
9/21-22 Rosamond, CA
Info 715/842-9699

AHRMA Regional Road Race Series

6/22 Summit Point, WV
Info 715/842-9699

AHRMA-West C'ship Road Race Series

6/30 Sears Point, CA
7/14 Sears Point, CA
8/31 Las Vegas, NV
9/14 Steamboat Springs, CO
9/21 Portland, OR
10/20 Sears Point, CA
Info 415/829-6091

AHRMA Vintage Iron Nat'l MX Series

7/6 Buchanan, MI
9/13 Steamboat Springs, CO
Info 715/842-9699

AHRMA Vintage Trials Series

6/16 Millville, MN
7/14 Donner Pass, CA
8/10 Toronto, OH
9/12 Steamboat Springs, CO
10/19-20 White City, IL
Info 609/426-4387

EVMR Vintage Motocross Series

7/7 Claverack, NY
8/31-9/1 South Berwick, ME
9/15 Southwick, MA
9/21 Broome-Tioga, NY
10/20 Englishtown, NJ
Info 201/385-5595

NY State C'ship Hare Scrambles Series

6/16 Little Genesee, NY
7/7 Speedsville, NY
7/28 South Edmonston, NY
8/25 Little Genesee, NY
9/8 South Edmonston, NY
9/29 Auburn, NY
10/27 South Edmonston, NY
Info 315/635-3396

CMA C'ship Supercross Series

9/14 Montreal, Quebec, CAN
Info 416/363-9035

VA C'ship Hare Scrambles Series

6/23 Bristol, VA
7/14 Surry, VA
7/28 Pulaski, VA
9/15 Middlebrook, VA
9/29 Martinsville, VA
10/13 Newport News, VA
11/3 Surry, VA
Info 703/980-0591

AMA Southeastern Regional C'ship MX Mega Series

6/29-30 Blountville, TN
7/14 Wytheville, VA
8/4 Morganton, NC
8/18 Wytheville, VA
8/25 Blountville, TN
9/15 Blountville, TN
9/29 Kingsport, TN
10/26-27 Blountville, TN
Info 615/323-5497

ATA Observed Trials C'ship Series

9/15 Cactus Flats, CA
10/6 Corral Canyon, CA
10/27 Lucerne Valley, CA
11/10 Littlerock Cyn., CA
Info 213/259-6631

Mid-Atlantic Vintage Trials Series

7/14 Bodines, PA
8/10-11 Toronto, OH
10/13 Toughkenamon, PA
Info 301/775-7209

PITS C'ship Trials Series

6/16 LaPorte, CA
6/30 Donner, CA
7/21 Donner, CA
8/18 Donner, CA
9/8 Donner, CA
9/28-29 Sparks, NV
10/20 Santa Cruz, CA
11/9-10 Patterson, CA
11/24 Auburn, CA
Info 916/723-9560

All Iowa Trials Riders Assn. Series

7/14 Cedar Rapids, IA
8/3-4 Decatur, IA
9/8 Newton, IA
9/29 Marshaltown, IA
Info 319/377-8089

Int'l Oldtimers C'ship MX Series

6/15-16 Mammoth, CA
6/29-30 Duncan, B.C., CAN
7/13-14 Rock Springs, WY
7/27-28 Sandy, OR
8/31-9/1 Fernley, NV
Info 208/467-3593

Prostar Nat'l C'ship Drag Race Series

6/29-30 Epping, NH
8/3-4 Jacksonville, NC
9/7-8 Louisville, KY

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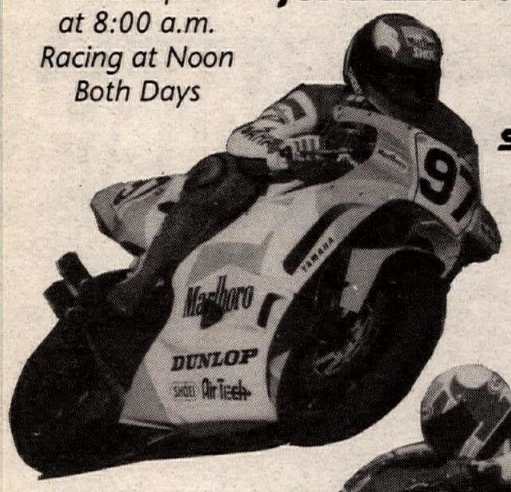

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CALENDAR

10/5-6 Atco, NJ
11/8-10 Bradenton, FL
Info 609/768-4624

IDBA Nat'l C'ship Drag Race Series

6/15-16 Rockingham, NC
7/13-14 Columbus, OH
8/10-11 Reading, PA
9/14-15 Norwalk, OH
10/19-20 Atlanta, GA
Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series

6/15-16 Tulsa, OK
6/22-23 Albuquerque, NM
7/13-14 Spokane, WA
7/27-28 Rising Sun, MD
8/24-25 Rochester, NY
9/7-8 Bakersfield, CA
9/21-22 Indianapolis, IN
10/5-6 Baton Rouge, LA
10/26-27 Phoenix, AZ
11/15-17 Gainesville, FL
Info 315/735-1661

HDRA All Harley Drag Race Series

6/15-16 Hagerstown, MD
7/4-5 Charlotte, NC
8/24-25 Beaver Springs, PA
9/14-15 Salem, OH
10/19-20 Farmington, NC
11/16-17 TBA
Info 919/229-4877

CRA Fall Cross Country Series

9/15 Millport, OH
9/22 Canal Fulton, OH
10/13 Tippecanoe, OH
10/20 Malvern, OH
10/27 Ravenna, OH
11/17 Amherst, OH
Info 216/538-2220

CRA Fall Motocross Series

9/8 Salem, OH
9/21 Malvern, OH
9/28 Millport, OH
10/27 Amherst, OH
Info 216/636-5505

WNYSC C'ship Summer Series

6/16 Silver Springs, NY
6/23 Palmyra, NY
6/30 Auburn, NY
7/21 Silver Springs, NY
7/28 Batavia, NY
8/4 Palmyra, NY
8/11 Hunt, NY
8/18 Palmyra, NY
Info 716/594-8660

WNYSC C'ship Fall Series

8/25 Silver Springs, NY
9/1 Auburn, NY
9/8 Hunt, NY
9/15 Batavia, NY
9/29 Silver Springs, NY
10/6 Palmyra, NY
10/13 Silver Springs, NY
10/20 Batavia, NY
10/27 Batavia, NY
Info 716/594-8660

MO Hare Scrambles C'ship Series

6/23 Reform, MO
7/21 Flat River, MO
8/4 Steelville, MO
8/25 Sedalia, MO
9/8 Canton, MO
9/22 Collins, MO
10/6 Flat River, MO
10/20 Potosi, MO
Info 314/392-2475

ARRA Road Race Series

6/15-16 Willow Springs, CA
7/4 Willow Springs, CA
7/20-21 Willow Springs, CA
8/17-18 Willow Springs, CA
9/14-15 Willow Springs, CA
10/19-20 Willow Springs, CA
11/16-17 Willow Springs, CA
12/14-15 Willow Springs, CA
Info 805/966-5700

OMRRA C'ship Road Race Series

8/18 Portland, OR
9/21-22 Portland, OR
10/20 Portland, OR
Info 503/221-1487

MRA Road Race Series

6/23 Second Creek, CO
7/7 Second Creek, CO
7/21 Mountain View, CO
8/4 Pueblo, CO
8/18 Mountain View, CO
9/14-15 Steamboat Springs, CO
9/29 Second Creek, CO
Info 303/789-2429

CRA C'ship Road Race Series

6/29-30 Brainerd, MN
9/14-15 Brainerd, MN
Info 612/332-4070

HDRA/SCORE Int'l Desert Racing Series

7/5-7 Fireworks 250 Barstow, CA
9/6-8 Nevada 500 Pahrump Station, NV
10/11-13 Gold Coast 300 Jean, NV
11/7-10 Baja 1000 Ensenada, B.C., MEX
Info 818/889-9216.

Golden Crown of Baja Series

7/26-28 Gran Carrera de Ensenada Ensenada, B.C., MEX
9/20-22 Gran Carrera de Campeones San Felipe, B.C., MEX
Info 818/340-5750

Grans Prix de Baja Series

10/5 Ensenada Gran Prix Ojos Negros, B.C., MEX
11/2 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

SUDS Off-Road Series

6/15-16 San Bernardino, CA
7/13-14 Tecate, Baja, MEX
8/17-18 San Bernardino. CA
10/19-20 Tecate, Baja, MEX
11/16-17 San Bernardino, CA
Info 818/340-5750

ADRA International Desert Race Series

7/6-7 TBA
8/4 Flagstaff, AZ
9/1 Heber, AZ
10/12-13 Sonora, MEX
12/7 Sonora, MEX
Info 602/274-0010

Black-Jack Enduro Circuit Series

7/28 Goodman, MS
8/11 Breezy Hill, LA
9/15 Little Rock, AR
9/29 Stillwater, OK
10/13 Tulsa, OK
10/27 Oklahoma City, OK
Info 903/832-5323

RMEC Enduro Series

6/30 Woodland Park, CO
7/14 Walden, CO
7/21 Del Norte, CO
8/4 Steamboat Springs, CO
10/6 Cloudcroft, NM
Info 307/742-4136

CRRC Road Race Series

6/22-23 San Angelo, TX
7/20-21 Henderson, TX
8/3-4 College Station, TX
8/24-25 College Station, TX
9/14-15 College Station, TX
10/12-13 Henderson, TX
10/30-11/3 Grand Nat'l Final Braselton, GA
*Tenative
Info 713/342-9032

Texas Cross Country Racing Assn. Series

6/16 Lake Murray, TX
6/30 Mosier Valley, TX
8/25 Waco, TX
9/8 Weatherford, TX
9/22 Lake Whitney, TX
10/6 Swan, TX
Info 214/229-9512

OCCRA Cross Country Series

9/8 Lawton, OK
9/22 Shagbark, OK
10/6 TBA
10/20 Stillwater, OK
11/10 Lake Murray, OK
11/24 Oklahoma City, OK
Info 405/632-3370

Oklahoma State C'ship MX Series

6/22 Oklahoma City, OK
7/13 Lawton, OK
9/1 Oklahoma City, OK
9/22 Elk City, OK
10/20 Stillwater, OK
11/10 TBA

USBA C'ship Road Race Series

7/7 Salt Lake City, UT
9/1 Salt Lake City, UT
10/5-6 Salt Lake City, UT
Info 801/973-9091

MTEG Off-Road C'ship GP Series

7/20 Los Angeles, CA
9/TBA Denver, CO
9/TBA Las Vegas, NV
10/TBA San Francisco, CA
* Tentative
Info 714/938-4100

AFM Road Race Series

6/15-16 Sears Point, CA
6/29-30 Sears Point, CA
7/13-14 Sears Point, CA
8/10-11 Sears Point, CA
8/31-9/1 Sears Point, CA
10/20 Sears Point, CA
Info 415/537-8208

NMA Mini Road Race Series

7/7 Riverside, CA
7/28 Amago, CA
8/18 Riverside, CA
9/15 Riverside, CA
9/29 Amago, CA
10/13 Riverside, CA
10/27 Amago, CA
11/17 Riverside, CA
11/24 Amago, CA
12/7-8 Riverside, CA
Info 213/864-5214

GFI Amateur Supercross Series

6/23 Los Angeles, CA

NMA Off Road Series

8/17-18 Bellingham, WA
9/7 Sultan, WA
9/22 Shelton, WA
10/20 Goldbar, WA
11/10 Shelton, WA
11/17 Bellingham, WA
Info 206/724-7515

NMA Enduro Series

7/21 Chehalis, WA
7/27 Mt. Vernon, WA
9/29 Mt. Vernon, WA
10/6 Olympia, WA
10/27 Bellingham, WA
Info 206/724-7515

JUNE

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JULY

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• Denotes Pro Payback

June 12

CALIFORNIA SPEEDWAY
• IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 13

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.
WISCONSIN SHORT TRACK
AMA/Triangle Motor Sports. Angell Park, Sun Prairie. Info 414/699-3387.

June 14

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
INDIANA SHORT TRACK
• AMA. Nat'l Qualifier. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.

MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
● CMC/OT of NV. Silver State MX, Carson City. Info 702/267-4392 or 883-6111.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 14-16

NEW HAMPSHIRE ROAD RACE
● AMA Nat'l C'ship Road Race Series. New Hampshire Int'l Speedway, Loudon. Info 614/891-2425.

June 15

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ARIZONA MOTOCROSS
● CMC Mid-Summer Night Classic. Sierra Vista Raceway, Sierra Vista. Info 602/971-0203.
CALIFORNIA SPEEDWAY
● AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA MOTOCROSS
● Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
AMA/D-36. Benefit Race. Stockton ST, Stockton. Info 213/427-6685.
CALIFORNIA SHORT TRACK
● R & D Enterprises. Paso Robles Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● GFI. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SUPERCROSS
● AMA Camel Supercross Series. Spartan Stadium, San Jose. Info 1-900-468-4787.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks, Ramona. Info 619/444-8116.
CALIFORNIA MOTOCROSS
● GFI Summer Series. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/
SAND DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun MX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
ILLINOIS SHORT TRACK
AMA/Belleville Enduro. Team Dirt Track Qualifier. Belleville. Info 618/277-3478 or 235-6666.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited. Charley Walter Memorial. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
IOWA SUPECROSS
● Adair County Fairgrounds, Greenfield. Info 515/289-2140 or 265-6439.
KENTUCKY SUPERCROSS
KY State C'ship Series, #1. Murray-Calloway Fairgrounds, Murray. Info 502/753-5486.
NEW MEXICO MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Truth or Consequences. Info 505/281-8094.
NEW YORK SHORT TRACK
AMA Amateur Nat'l Qualifier. Square Deal Riders MC, Harpursville. Info 607/775-1955.
NEW YORK SUPERCROSS
LISC. Suffolk Meadows SX, Suffolk. Info 516/728-7727.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Parkton. Info 919/843-2714.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA STADIUMCROSS
● AMA. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO MOTOCROSS
CRA. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO MOTOCROSS
● AMA/D-11. Honda Hills, Linnville. Info 614/323-3766.
PENNSYLVANIA SHORT TRACK/TT
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SHORT TRACK
WKCRA/Paris Dirt Trackers, Inc. Henry County Fairgrounds, Paris. Info 901/642-0511.
TEXAS MOTOCROSS
Good Times Sports Park, San Antonio. Info 512/663-9401 or 512/694-0388.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
AMA/D-27. Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

June 15-16

ALASKA MOTOCROSS
Alaska Motorcycle Racing Assn. State Series #2. Kincaid Park, Anchorage. Info 907/694-2805.
ARKANSAS MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Pine Bluff. Info 501/877-2615.
CALIFORNIA ROAD RACE
AFM Series. Sears Point Raceway, Sears Point. Info 415/537-8208.
CALIFORNIA OFF ROAD
SUDS Short-Course Series. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
International Oldtimers C'ship Series. Los Angeles Oldtimers. Mammoth. Info 208/467-3593.
MARYLAND DRAGS
HDRA 3rd Annual Mason-Dixon Nat'ls. Mason-Dixon Dragaway, Hagerstown. Info 919/229-4877.
MARYLAND MOTOCROSS
● AMA/D-7 & 13. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MICHIGAN MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Middleville. Info 616/956-5537.
MICHIGAN MOTOCROSS
● AMA/D-14. Mustang Acres, Brighton. Info 313/229-9719.
NORTH CAROLINA DRAGS
● IDBA Nat'l C'ship Drag Race Series. The Sunshine Nationals. Rockingham Dragway, Rockingham. Info 205/849-7886.
OHIO MOTOCROSS
Amateur Regional. D-12 & 14/Glass City MC. Delat Motorsport Park, Delta. Info 419/666-8413 or 822-3286.
OKLAHOMA DRAGS
● Dragbike! USA Nat'l C'ship Drag Race Series. MidAmerica Cyclenationals. Tulsa Int'l Raceway, Tulsa. Info 315/735-1661.
TEXAS YS50 RACE
Moto Liberty YSR 50 Road Race, Katy. Info 214/242-6440.
UTAH MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Salt Lake City. Info 801/756-9723.
WASHINGTON MOTOCROSS
● CMC/Mt. Baker MC. Pac-West Nationals. Hannegan Raceway, Bellingham. Info 206/246-8484.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 16

ALABAMA MOTOCROSS
Burnsville MX, Selma. Info 205/285-4444.
CALIFORNIA MOTOCROSS
●. CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA TRIALS
AMA/PITS. LaPorte. Info 916/723-9560.
CALIFORNIA DUAL SPORT
AMA/D-37/Chaparrals MC Father's Day Fun Run. S.B. Nat'l Forest. Progressive Suspension, Hesperia. Info 714/528-3007.
CALIFORNIA MOTOCROSS
● CMC Summer Series. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Barona Oaks Raceway, Ramona. Info 213/868-8112.
COLORADO MOTOCROSS
SRAC/Prairie Hill Promotions/NMA Ponca City Nat'l Qualifier. Berthoud. Info 303/988-7722 or 745-4383.
COLORADO TT
Mad Max Crash & Burn City, Dacono. Info 303/427-7343 or 857-2307.
CONNECTICUT ENDURO
NETRA C'ship Series. Cockaponsett Enduro, Chester. Info 203/875-5757.
ILLINOIS TRIALS
WOTA Series. Elk Grove. Info 708/530-4177.
ILLINOIS MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Byron. Info 815/234-2271.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649 or 594-2974.
IOWA MOTOCROSS
NMA?Ponca City Nat'l Qualifier. Greenfield. Info 515/763-2461.
KANSAS MOTOCROSS
Cornhusker MX cicuit. Phillipsburg. Info 913/543-2523.
KENTUCKY HARE SCRAMBLE
Eagle Creek Park, Fardnersville. Info 606/472-3442.
MAINE MOTOCROSS
NESC C'ship Series. Lewiston. Info 413/772-0685.
MARYLAND HARE SCRAMBLES
AMA/D-7. Budds Creek MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS MINI MX
NEMA Series. Middleboro. Info 207/384-5209 or 763-8948.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 313/289-2100.
MINNESOTA TRIALS
AHRMA Vintage Trials Series. Millville. Info 209/252-9053.
NEW JERSEY MOTOCROSS
AMA/Pro Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
NEW YORK SPEEDWAY
American Speedway, Owego. Info 607/748-5929.
NEW YORK HARE SCRAMBLES
NY State H.S. Series. Little Genesee. Info 716/928-2837.
NEW YORK MOTOCROSS
WNYSC Series. Silver Springs MX Racing, Rock Glen. Info 716/786-2157 or 594-8660.
NEW YORK HILLCLIMB
AMA Nat'l C'ship Hillclimb Series. Hornell MC, Castle Creek Hill, Avoca. Info 614/891-2425.
NEW YORK MOTOCROSS
AMA. Claverack MX, Claverack. Info 518/828-6149.
OHIO MOTOCROSS
CRA. Amherst Meadowlarks MC, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLES
CRA. Moto Sport Trails, Millport. Info 216/823-9069.
OHIO SHORT TRACK/TT
Race 'em Chase 'em Promotions. Cadiz. Info 216/339-7812.
OREGON MOTOCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
AMA/D-5/NMA/Ponca City Nat'l Qualifier. Steel City USA, Delmont. Info 304/594-1157.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
TENNESSEE MOTOCROSS
● AMA. Hidden Acres, Kingsport. Info 615/245-8987 or 323-5497.
TEXAS ENDURO
AMA/Blackjack Enduro Circuit/SERA. Hickory Nut Enduro, Atlanta. Info 903/793-2072.
VERMONT MOTOCROSS
VMA Series. Rider Hill. Info 802/525-6985.
WEST VIRGINIA CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama GNCC Series. Blackwater 100. Davis. Info 304/594-1157.
WISCONSIN MOTOCROSS
AMA/D-16. CMJ Raceway, Hixton. 708/858-8294.
WISCONSIN SHORT TRACK
● AMA/Triangle Motorsports. Jefferson County Fairgrounds, Jefferson. Info 414/699-3387.

June 19

CALIFORNIA SPEEDWAY
● IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/363-2653.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 21

CALIFORNIA SPEEDWAY
● AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-FAST.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway Park, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Prk, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
● Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
IDAHO SHORT TRACK
● AMA. Triber's Stateline Speedway, Stateline. Info 509/927-1163 or 226-0656.
INDIANA SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
MICHIGAN SUPERCROSS
AMA/D-14/Michigan Fair SX C'ship Series. Newaygo County Fair, Fremont. Info 616/924-0888.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.

I-96 SPEEDWAY
LAKE ODESSA, MICHIGAN
Michigan Harley-Davidson Dealers Association
Presents
MICHIGAN'S FIRST EVER AMA 600 NATIONAL
SATURDAY, JUNE 22, 1991 - 7:00 P.M.
See the Nation's Greatest Dirt Track Stars take on Michigan's Own Jay Springsteen and Garth Brow!
MOTOR HARLEY-DAVIDSON CYCLES
AMA 600 NATIONAL CHAMPIONSHIP
AMA SANCTIONED
Junior National Pro/Am Michigan State Championships

Race Day Admission - $15.00
Advanced Discount Tickets - $13.00
Available at your Michigan Harley-Davidson Assoc. Dealer or HOG Chapter or send self-addressed stamped envelope to:
I-96 SPEEDWAY
LAKE ODESSA, MICHIGAN
P.O. Box 484, Portland, MI 48875
I-96 Speedway is located just South of Interstate 96 at the Lake Odessa Exit 64, between Grand Rapids and Lansing, Michigan.
Info: 616-642-6500

1/2 MILE DIRT TRACK
AMA AMERICAN MOTORCYCLIST ASSOCIATION
JULY 6
AMA AMERICAN MOTORCYCLIST ASSOCIATION
EAST WINDSOR SPEEDWAY
East Windsor, NJ
Pro-Am, Junior & Expert Classes

Gates Open 5:00pm
Practice 6:30pm
Race 7:00pm
INFO
(609) 448-8510
Directions: Take Hwy 130, Hwy 33 or NJ Turnpike Exit 8 to Airport Rd. in East Windsor, NJ. Follow signs.

I-40 MOTO-X
East Tennessee's Best Night Supercross Track
Motorcycles and ATVs Lenoir City, TN I-40 Exit 364 (Hwy 95)
Saturday June 22nd
BRIDGESTONE SUPER SERIES CHAMPIONSHIP EVENT
RAIN OR SHINE
$2,500
PRO PURSE
125cc Pro
250cc Open Pro

$250	1st
$150	2nd
$100	3rd
$75	4th
$50	5th
Sign Up	3:00 to 6:00 pm
Practice	at 6:00 pm
Racing	at 7:00 pm

$2,500
AMATEUR PURSE
Championship Trophies
Series Awards
Sponsor Contingencies
For more information: (615) 986-1617, Track (615) 573-5425, or (616) 691-7531

DeANZA CYCLE PARK INFORMATION
(714) 242-5840 Evenings
Park is open 7 days a week for MX & Open Trail Riding; Mon., Tues., Thurs. & Fri. 8:30am - 4:30; Wed. 8:30am - 8:00pm Sat. 7:30 - 5:00 & Sun. 6:30 - 4:00.
THE MX TRACK IS PREPPED & WATERED WED., SAT., & SUN. FOR OPEN RIDING.

PRO AMA Racing
AMA Pro Racing: Don't Settle For Less! (614) 891-2425

Colorado 500 — Ride of Champions

CHEVROLET Pikes Peak AUTO HILL CLIMB
Colorado Springs/Pueblo & Southern Colorado Chevy Dealers

Colorado 500

Motorcycle Races on Pikes Peak Hill Climb Dirt Scrambles

AMA SANCTIONED — Motorcycle Division of the Pikes Peak Auto Hill Climb — AMA SANCTIONED

AMATEUR PRO-AM DIVISIONS

$15,000 PURSE

Entry Fee $350

July 4, 1991 Colorado Springs, Colorado

Entry Deadline June 15, 1991 For More Information:

(303) 927-4010

(Motorcycle Races Same Day As Car Races)

CRC CALIFORNIA RACING CLUB

SUNDAY JUNE 30, 1991

Glen Helen Cycle Park

Don't Miss It!

Membership Not Required

Each Class Race 45 Minutes

MEADOW MUFFIN GRAN PRIX

8:00am	Parade Lap
8:15am	80cc - 60cc
9:15am	Vintage
10:15am	Oldtimers
11:15am	Int./Pro
12:00noon	Parade Lap
12:30pm	CRC Vets (+30), Sr (+40)
1:30pm	All Beg.
2:30pm	Jr. Vets (+25)
3:30pm	All Nov.
4:30pm	Team Race

Pee Wee's will run 2 Moto's on a separate track

Practice	9:00am
1st Race	10:00am
2nd Race	11:00am

20% Trophies
Superb Finisher Pins
Cash To Pros

MAIL ENTRY	$20
Non-Member	$25
POST ENTRY	$25
Non-Member	$30

Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)
CALIFORNIA RACING CLUB, 37045 Ran Drive, Palmdale CA 93550
No post entry penalty for 2nd class entered
1991 CRC Membership Available for Info Call (805) 272-8889

1991 SAN JOSE AMATEUR SUPERCROSS

SUNDAY JUNE 16

SPARTAN STADIUM AMA SANCTIONED

REGISTRATION
Check-In at Race Headquarters
Sat.-June 15
9:00AM-5:00PM

-Stadium-
Sat.-June 15
6:00PM-7:00PM
Sun.-June 16
7:00AM-8:00AM

RIDERS SIGNING UP SATURDAY BEFORE 5:00PM WILL RECEIVE A VOUCHER GOOD FOR A TICKET TO THE PRO SHOW SATURDAY NIGHT

AMA membership will be required.
It may be purchased at the event - $20 for one year.

RACE HEADQUARTERS
Red Lion Hotel/San Jose
2050 Gateway Place
(408) 453-4000
(mention Supercross for special rate)

FOR INFO CALL WORLD SPORTS AT 813-822-8929

SRA GP California Schedule

Members **June 23** Carlsbad *Non Members*
Father & Son Team Race S.R.A. Points
July 21 Glen Helen
Muscular Dystrophy Team Race S.R.A. Points
Info (714) 957-2985

ShortTrack
Friday Night June 21
AMA SANCTIONED — SANTA MARIA SPEEDWAY — MOTORCYCLE COMPETITION 36
INFORMATION 805-466-4462

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650
National Motosport Association

GLEN HELEN

DCR Presents
Paul Revere
July 7
Glen Helen
For Race Info: (714) 371-6333
For Overnight Camping Info & Directions: (714) 880-1733

CALENDAR

TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 21-23

CANADA ROAD RACE
RACE Castrol-Motoplan Canadian Nat'l C'ship Series. Race City Speedway, Calgary, Alberta. Info 613/966-4882.

June 22

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
• Warrior's MX, Warrior. Info 205/841-7224 or 669-4572.
ARIZONA MOTOCROSS
• CMC Mid-Summer Night Classic Series. Canyon Raceway, Phoenix. Info 602/971-0203.
CALIFORNIA SUPERCROSS
• AMA Camel Supercross Series. Los Angeles Coliseum, Los Angeles. Info 1-900-468-4787.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195 or 544-1027.
CALIFORNIA MOTOCROSS
• Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SPEEDWAY
• AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
• GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
COLORADO SUPERCROSS
SRAC/E & M Enterprises. Greeley Fairgrounds, Greeley. Info 303/988-7722.
FLORIDA MOTOCROSS
West Florida MX Park, Milton. Info 904/994-4606 or 0827.
FLORIDA MOTOCROSS
Dade City Raceway Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun SX, Calhoun. Info 404/928-3053.
GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
INDIANA TT SCRAMBLES
Haspin Acres Motor Park, Laurel. Info 513/772-2803.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, North Webster. Info 219/594-2649 or 594-2974.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
MINNESOTA SHORT TRACK
DTRA. Isanti County Fairgrounds, Cambridge. Info 612/560-7818 or 560-0062.
NEW YORK SPEEDWAY/DIRT DRAGS/ENDURO
American Speedway, Owego. Info 607/748-5929.
NORTH CAROLINA STADIUMCROSS
• Sunbelt Motorsports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
NORTH CAROLINA SUPERCROSS
NAME Summer Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SUPERCROSS
CRA. Western Reserve MC, Salem. Info 216/337-8077 or 337-8005.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA SUPERCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE MOTOCROSS
Stay in School Challenge. Dallas Ricker Complex, Inc., Kingsport. Info 615/234-0772.
TENNESSEE SAND DRAGS
• West Tenn. Sand Drags, Friendship. Info 901/656-2320.
WASHINGTON MOTOCROSS
• CMC Pac-West MX Nat'ls. Washougal MX, Washougal. Info 206/246-8484.
WASHINGTON SHORT TRACK
• AMA/D-27/Mt. Baker MC. Hannegan Speedway, Bellingham. Info 206/733-1694.
WASHINGTON SHORT TRACK
• AMA/D-27. Rainier Bowl, Rainier. Info 206/862-1199.

June 22-23

MICHIGAN MOTOCROSS
MRA. Irish Hills MX, Clinton. Info 313/289-2100.
NEW MEXICO DRAGS
• Dragbike! USA Nat'l C'ship Series. 9th Annual Thunder Drags. New Mexico Motorsports Park, Albuquerque. Info 315/735-1661.
WASHINGTON MOTOCROSS
• CMC Pac-West Nationals. Washougal MX Track, Washougal. Info 206/246-8484.
WISCONSIN DRAGS
• Harley Homecoming Nationals. Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

June 23

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SUPERCROSS
GFI Amateur SX Series. L.A. Coliseum, Los Angeles. Info 714/788-5853.
CALIFORNIA MOTOCROSS
SRA. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA MOTOCROSS
• CRC/AHRMA-West Regional Vintage Race. Perris Raceway, Perris. Info 213/490-0012 or 714/897-8265.
CALIFORNIA MOTOCROSS
• GFI/Motowest Racing Ent. Hollister GP Track, Hollister. Info 408/238-8208 or 637-2073.
CANADA TRIALS
Mich./Ontario Trials Assn./Windsor MC. Windsor. Info 519/252-1271.
DELAWARE MOTOCROSS
AMA. Seaford Speedway, Seaford. Info 302/335-4386.
ILLINOIS SHORT TRACK
• AMA/Triangle Motor Sports. Henry County Fairgrounds, Cambridge. Info 414/699-3387.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/772-2803.
IOWA YSR RACE
Midwest YSR, Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KANSAS MOTOCROSS
KORR GP MX Series. Green Acres Raceway, Marion. Info 316/945-8221.
KENTUCKY MOTOCROSS
Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
LOUISIANA HARE SCRAMBLE
AMA/SERA/LHSA. Louisiana Trail Riders Assn. Kisatchie Nat'l Forest, Pitkin. Info 504/748-8693 or 8569.
MARYLAND MOTOCROSS
Antietam MC, Hagerstown. Info 301/797-8686 or 797-1607.
MASSACHUSETTS ENDURO
NETRA C'ship Series. King Philip, Wrentham. Info 203/875-5757.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Moto-X 338, Southwick. Info 413/569-6801.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Reform. Info 314/392-2475 or 417/865-5127.
NEW HAMPSHIRE MOTOCROSS
VMA Series. Franklin. Info 802/525-6985.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 908/446-6331.
NEW MEXICO MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Albuquerque. Info 505/281-8094.
NEW YORK MINI RACE
NEMA Series. Claverack MX, Claverack. Info 518/828-6149.
NEW YORK MOTOCROSS
• D-4/WNYSC Series/Palmyra MX Racing. Hog Back Hill, Palmyra. Info 716/425-2917 or 594-8660.
NEW YORK MOTOCROSS
AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
NORTH CAROLINA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. W. Salem. Info 704/873-5083.
OHIO MOTOCROSS
CRA. Malvern MX Park, Malvern. Info 216/262-4945.
OHIO HARE SCRAMBLE
CRA. Salem MC, Salem. Info 216/482-2971 or 427-6645.
OKLAHOMA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Elk City. Info 405/562-3277 or 670-3451.
OREGON SHORT TRACK
• Kerby Racepark, Cave Junction Info 503/592-2978 or 476-4336.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA ENDURO
AMA/D-4/ECEA C'ship Series. Shotgun Run. High Mountain Dirt Riders, Hobbie. Info 717/474-5636.
SOUTH CAROLINA MOTOCROSS
D-29. Hell Hole, Leesville. Info 704/732-8100 or 873-5083.
TENNESSEE SHORT TRACK
• Dallas Ricker Complex, Kingsport. Info 615/234-0772 or 586-6677.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series. Harleywood Trail Riders, Bristol. Info 703/466-2037 or 669-2634.
VIRGINIA MOTOCROSS
• AMA/Victory Sports. Pro Sport MX, Wytheville. Info 703/228-3118 or 980-0648.
WASHINGTON MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Washougal. Info 208/667-8515.
WASHINGTON SHORT TRACK
AMA/D-27/Tacoma MC. ORV Park, McCleary. Info 206/535-8817.

June 26

CALIFORNIA SPEEDWAY
• IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
IOWA MOTOCROSS
NMA Regional/K & C Racing. Berm Busters MX Park, Greenfield. Info 515/763-2461.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 27

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/285-6635.

June 28

CALIFORNIA STADIUMCROSS
• CMC. Sacramento Raceway, Sacramento. Info 916/363-2653.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
CALIFORNIA SPEEDWAY
• AMA/Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/374-2134 or 632-FAST.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
INDIANA SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
KENTUCKY HALF MILE
Paducah Dirt Riders. Carson Park, Paducah. Info 502/444-6438.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 313/289-2100.
NEVADA MOTOCROSS
• CMC/GFI/OT of NV/NMA Ponca City Nat'l Qualifier. Carson City. Info 702/267-4392 or 916/544-0548.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WISCONSIN SHORT TRACK
J & P Swap Meet Promotions. Sheboygan County Fairgrounds, Plymouth. Info 319/462-4605.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

June 28-30

WISCONSIN ROAD RACE
• AMA Nat'l C'ship Road Race Series. Road America, Elkhart Lake. Info 414/876-3366.

June 29

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA MOTOCROSS
• CMC. Marysville Track, Marysville. Info 916/695-2727.
CALIFORNIA SPEEDWAY
• AMA/Mother Goose Racing, Inc. Napa Town & Country Fairgrounds, Napa. Info 707/252-8772.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 369-5195.
CALIFORNIA MOTOCROSS
• GFI. Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• Coors/Kawasaki MX Series. Ventura County Fairgrounds, Ventura. Info 805/656-1122.
DELAWARE SHORT TRACK
AMA/DE Motor Sports. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.

GEORGIA MOTOCROSS
King Kelly. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Calhoun SX, Calhoun. Info 404/928-3053 or 629-4450.
HAWAII SUPERCROSS
● Pan Pacific Supercross Series. Aloha Stadium, Honolulu. Info 808/671-9041.
IDAHO HARE SCRAMBLES
AMA/Idaho-Nevada Series. Sun Valley GP, Hailey. Info 208/726-7454.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
NEW YORK SUPERCROSS
● Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA STADIDUMCROSS
● Sunbelt Motorsports. Dixie Classic Fairgrounds, Winston-Salem. Info 919/727-2236.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. info 216/837-5694.
SOUTH CAROLINA MOTOCROSS
D-29. Low Country, Hardeeville. Info 704/732-8100 or 873-5083.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
● AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

June 29-30

ALABAMA ROAD RACE
WERA Sprints. Talladega Gran Prix Raceway, Talladega. Info 205/362-6370.
CALIFORNIA DUAL SPORT
AMA/D-37/Team Dual Dogs. Sequoia Scenic Challenge. Sequoia Nat'l Forest, Lake Isabella. Info 818/701-1913.
CALIFORNIA ROAD RACE
AFM. Sears Point Raceway, Sears Point. Info 415/537-8208.
CANADA OT MOTOCROSS
Int'l Oldtimers C'ship Series. British Columbia Oldtimers, Duncan, B.C. Info 208/467-3593.
INDIANA MOTOCROSS/
HARE SCRAMBLES
AMA/D-12 & 15/Read's Racing Unlimited. Trojan Track, N. Webster. Info 219/594-2649 or 594-2974.
MICHIGAN MOTOCROSS
AMA/D-14 Bottom Promotions. Brown City MX, Brown City. Info 313/395-2169.
NEW HAMPSHIRE DRAGS
● PROSTAR Nat'l C'ship Series. Can-Am Nat'ls. New England Dragway, Epping. Info 609/768-4624.
NEW JERSEY MOTOCROSS
AMA/Pro Prep 1, Inc. Powerline Park, New Egypt. Info 201/577-0625.
TENNESSEE MOTOCROSS
● AMA S.E. Regional C'ship MegaSeries. Muddy Creek Raceway, Blountville. Info 615/323-5497.
VERMONT MOTOCROSS
VMA/NEMA. Rider Hill, Derby. Info 802/525-6985 or 207/384-5209.
WISCONSIN ROAD RACE/
SWAP MEET
J & P Swap Meet Promotions. Road America, Elkhart Lake. Info 319/462-4605.

June 30

ALASKA MOTOCROSS
Alaska M/C Racing Assn. Alpine Raceway, Sutton. Info 907/694-2805.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA TRIALS
AMA/PITS Series. Donner. Info 916/723-9560.
CONNECTICUT MOTOCROSS
NESC C'ship Series. Central Village. Info 413/772-0685.
IOWA YSR RACE
Midwest YSR, Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KANSAS MOTOCROSS
KMSA/NMA Ponca City Nat'l Qualifier. Midwest MX, Great Bend. Info 913/842-8272.
KENTUCKY HARE SCRAMBLES
Pendleton Co. M/C Rec. Park, Gardnersville. Info 606/472-3442.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Knox Trail Riders, Southampton. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 313/289-2100.
MICHIGAN MOTOCROSS
AMA/D-14/Bear Bottom Promotions. Mustang Acres, Brighton. Info 313/295-2169.
MINNESOTA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Mazeppa. Info 512/451-8401.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 o 939-5077.
NEVADA MOTOCROSS
● GFI/Oldtimers of NV. Silver State Raceway, Carson City. Info 702/322-4311 or 885-0233.
NEW YORK ENDURO
AMA/D-4/WNYERA. Java Gun Club, Java Center. Info 716/652-3531.
NEW YORK SPEEDWAY
Pro-Motion Spring Fever Series Qualifier. American Speedway, Owego. Info 607/748-5929.
NEW YORK SHORT TRACK
Electric City Riders MC, Schenectady. Info 518/399-4270 or 374-7979.
NEW YORK HILLCLIMB
AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
NORTH CAROLINA MOTOCROSS
NMA/Ponca City Nat'l Qualifier. W. Salem. Info 704/873-5083.
NORTH CAROLINA CROSS COUNTRY
AMA/Wiseco/Yamaha/Yokohama Nat'l GNCC. Cyclweek 100, Charlotte. Info 304/594-1157.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLE
CRA. Broken Spokes, New Philadelphia. Info 216/262-4945.
OHIO MOTOCROSS
AMA/Tony D/Boyesen/Scott/Dunlop Day. Kenworthy's GP Club, Troy. Info 513/335-4763.
OHIO SHORT TRACK TT
Race 'em Chase 'em Promotions. Cadiz. Info 216/339-7812.
OREGON MOTOCROSS
MXNW Series. Albany SX, Albany. Info 503/928-4474.
PENNSYLVANIA MOTOCROSS
The Challenger, Jacksonville. Info 412/726-5494.
PENNSYLVANIA MOTOCROSS
AMA/NMA Ponca City Nat'l Qual. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
TENNESSEE MOTOCROSS
TNT MX Park, Milan. Info 615/294-2099.
TEXAS CROSS COUNTRY
TCCRA. Mosier Valey MX Park, Euless. Info 817/540-0815.
TEXAS MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Tyler. Info 214/660-6107.
TEXAS MOTOCROSS
Dirt Bikers Club of San Antonio. Kent Howerton's Riverside Raceway, San Antonio. Info 512/621-2429 or 694-0388.

July 1

CANADA SHORT TRACK
● CMA/Independent Race Promotions. Kawartha Downs Raceway, Fraserville/Peterborough, Ontario. Info 519/632-7802 or 632-8110.

July 3

CALIFORNIA SPEEDWAY
● IMS. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783.

July 4

CALIFORNIA STADIUMCROSS
● Bounty Hunter Series. Chowchilla Fairgrounds, Chowchilla. Info 209/673-8080.
ILLINOIS SHORT TRACK
● Red Rider Productions. Tri-County Fairgrounds, Mendota. Info 815/288-9476.
NEW YORK MOTOCROSS
AMA/Dunlop Tire C'ship. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997 or 849-9615.
OHIO MOTOCROSS
Smith Road Raceway, Medina. Info 216/725-8569.
OREGON SUPERCROSS
MXNW Series. Washington County Fairgrounds, Hillsboro. Info 503/648-4555.
TENNESSEE MOTOCROSS
AMA/Smokies Summer Cup. Dallas-Ricker Complex, Kingsport. Info 615/234-0772.
WYOMING HALF MILE
● Motor Sports of America. Central Wyoming Fairgrounds, Casper. Info 1-800-544-8714.

July 4-5

MICHIGAN MOTOCROSS
NMA/Ponca City Nat'l Qualifier. Millington. Info 616/956-5537.
NORTH CAROLINA DRAGS
● HDRA/N.C. H-D Dealers Assn. Charlotte motor Speedway, Charlotte. Info 919/229-4877.

July 4-6

NORTH CAROLINA ROAD RACE
AMA Nat'l C'ship Road Race Series. Charlotte Motor Speedway, Charlotte. Info 614/891-2425.
WASHINGTON SHORT TRACK
● AMA/D-27/Mt. St. Helens MC. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4345.

July 4-7

INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimted. Wabash Cannonball, Wabash. Info 219/594-2649 or 594-2974.

July 5

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA SPEEDWAY
● International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

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Sun. June 23 MX LA County Raceway
Sun. June 30 GP Glen Helen
Meadow Muffin
Sun. July 7 MX Perris Raceway
Next Vintage Race
Sun. June 23 Changed To Perris Raceway
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
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CRC Info 805-272-8889

GFI/PERRIS RACEWAY
1991 SCHEDULE

Sat. June 15	GFI at Night Round 3	Perris Raceway
Sun. June 16	CRC/AHRMA Vin. Race	Perris Raceway
Sat. June 22	No Race In Support Of L.A. SX	
Sun. June 23	GFI AM SX Round 5	L.A. Colisium
Sun. June 23	CRC/AHRMA Vin. Race	Perris Raceway
Sat. June 29	No Race In Support of Mammoth Mtn. MX	

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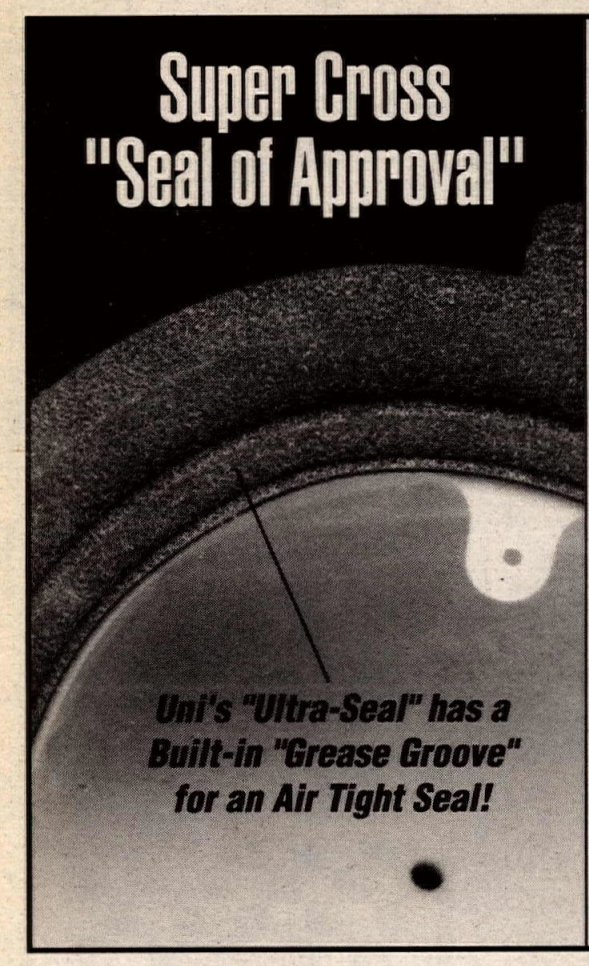

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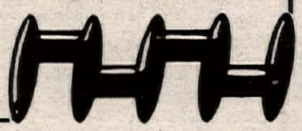

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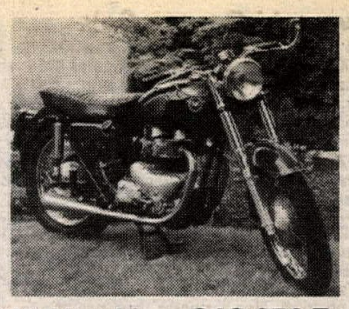

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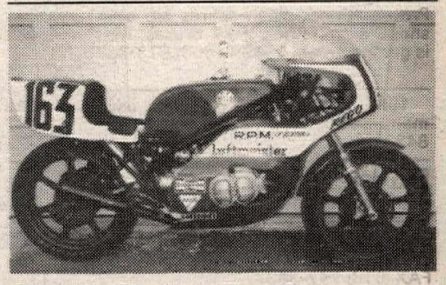

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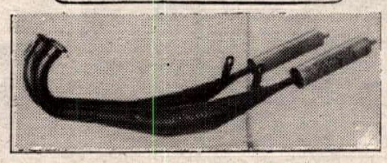

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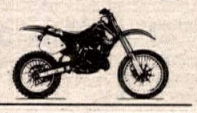

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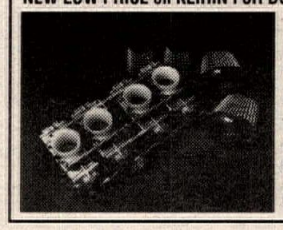

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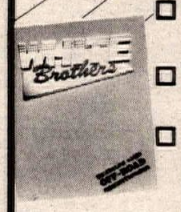

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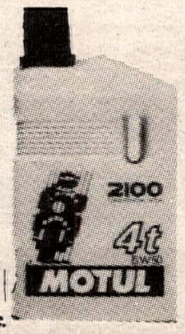

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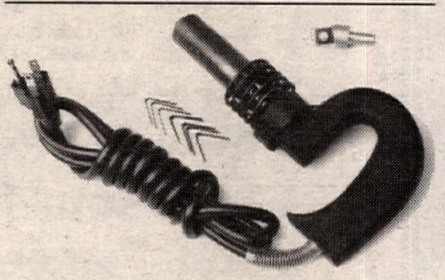

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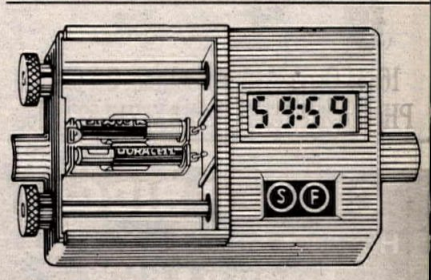

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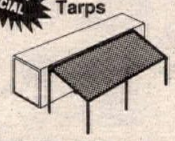

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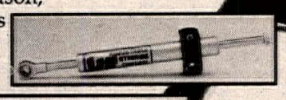

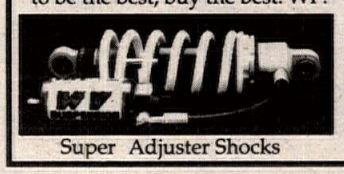

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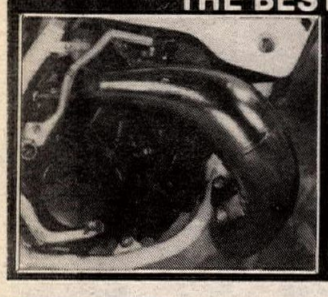

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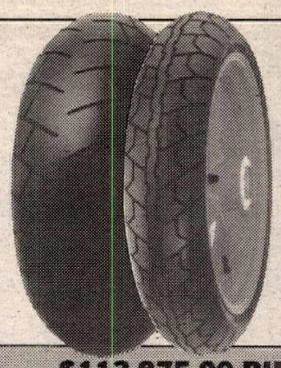

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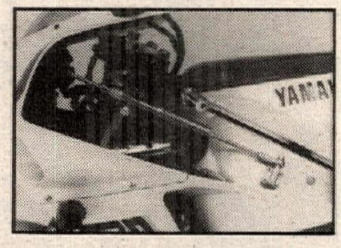

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RESULTS

Motocross
Budds Creek MX Pk
Pro Challenge
Budds Creek, MD
May 19

MINI
Ashley Bruce Suz
Nathan Jurergens Hon
Jack Stanley Kaw
Matt Kunda Suz
Sean Robertson Kaw
SR
Chuck Hicks Hon
Michael Lopicolo Hon
Frank Amadrito Kaw
Chris Farmer Yam
Charles Vedral Suz
25+
Gary Swan Suz
Greg Voell Hon
Arnold Hastings Hon
Brian Brillon Kaw
Mike Marley Kaw
125 C
Todd Dooley Hon
Jeff Schmidt Hon
Kevin Bowman Kaw
Justin Smith Yam
Ken Warren Hon
250 C
Wm. Fix Hon
Glen Lowman Suz
Bruce Lowman Yam
Paul Ritchie Hon
Mark Beckwith Suz
250 B
Todd Zimmerman Kaw
Chuck Hicks Hon
Barrett Gibson Kaw
David Lloyd Hon
Colby Johnson Suz
125 B
Tres Bruce Kaw
Todd Zimmerman Kaw
Shawn Bowers Kaw
Barrett Gibson Kaw
Johnny Gloden Kaw
OPEN B
Donald Rienhart Kaw
Henry Wilson Hon
Jerry Robertson Hon
Clayton Leach Hon
David Melka Kaw

Road Race
Bridgehampton Rcwy
Bridgehampton
Long Island, NY
May 25

L/W S/BK EX
Arthur Cillo Yam
Andrew Slater Yam
Jim Fassino Kaw
Michael Campbell Yam
Joseph Anidjar Yam
L/W S/BK JR
Adrian McCann Kaw
Andy Barrett Yam
Allan Hodges Yam
L/W PROD AM
Richard Discotto Yam
Mike Lesser Kaw
Michael Castell Yam
Wayne Buess Hon
Patrick O'Brien Yam
U/L MOD EX
Phil Cassot Yam
Chris Bellissimo Suz
Ted Pleil Suz
U/L MOD JR
Timothy Drake Suz
U/L PROD AM
Rick Defalco Suz
Dana Dandeneau Kaw
Robert Trezza Szu
David Klopacz Suz
Shawn Menard Suz
M/W S/BK EX
Titian Bue Hon
Jim Leslie Yam
Brian Kent Hon
John Bellussi Hon
Kevin Cook Hon
M/W S/BK JR
Joseph Horowitz Hon
Ken Wellington Yam
James Colgan Hon
Michael Cyr Yam
Adrian McCann Kaw
U/L MOD AM
Rick Defalco Suz
Roger Camora Kaw
Karlo Paic Suz
David Klopacz Suz
Joe Padula Suz
M/W S/BK AM
Elio Perez Hon
Chris Borgman Yam
John Steigerwald Yam
David Flummer Yam
Scott Morris Yam
H/W S/BK EX
Titian Bue Szu
Gerald Rothman Yam
Brian kent Hon
Chris Bellissimo Suz
Chris Embler Kaw
H/W S/BK JR
Timothy Drake Suz
Jimmy Colgan Hon
U/L PROD EX
Titian Bue Suz
Gerald Rothman Yam
Donald Worth Suz
Phil Cassot Yam
U/L PROD JR
Timothy Drake Suz
Jimmy Colgan Hon
Stephen Schwank Yam
Steve Arsenault Suz
H/W S/BK AM
Elio Perez Hon
Dana Dandeneau Kaw
Karlo Paic Suz
Joe Padula Suz
David Klopacz Suz
H/W PROD EX
Titian Bue Hon
Jim Leslie Yam
Phil Cassot Yam
Brian kent Hon
John Bellussi Hon
H/W PROD JR
James Colgan Hon
Adrian McCann Kaw
Stephen Schwank Yam
Michael Cyr Yam
Darryl Goldstein Hon
M/W PROD AM
Douglas Donelan Yam
Chris Borgman Yam
David Flummer Yam
Scott Morris Yam
Wayne Demott Yam
L/W PROD EX
Arthjur Cillo Yam
Andrew Slater Yam
Jim Fassino Kaw
Roger Lajeunesse Yam
Michael Campbell Yam
L/W PROD JR
Eric Wood Kaw
William Martovich Jr. Yam
Andy Barrett Yam
L/W S/BK AM
Richard Discotto Yam
Jerome Clement Kaw
Michael Castell Yam
Erik Larsen Kaw
Hrady Kornfeld Kaw
PROD TW EX
Jim Fassino Kaw
Roger Cosh Kaw
David Robertson Hon
Steve Aspland Kaw
Jerry Wood Kaw
PROD TW JR
Eric Wood Kaw
Adrian McCann Kaw
William Martovich Jr. Kaw
PROD TW AM
Mike Lesser Kaw
Wayne Buess Hon
Robert Cotter Duc

Motocross
Smith Road Rcwy
Medina, OH
May 27
By G. Sinclair

PRO
Eric Klein Kaw
John Divor Hon
Davy Jones Suz
Vince Karnow Yam
T.J. Somers Suz
250 B
Gregory Urban Kaw
Tim Bernhard Hon
Keith Master Ym
Dave Ramsey Suz
Gary Coy Suz
125 B
Jim Larkman Yam
Adron Saran Suz
T.J. Somers Suz
EXTRA
Jeff Williams Hus
Jim Madsen KTM
250
Paul Stewart Yam
Adron Saran Suz
Keith Masters Yam
Craig Smith Kaw
C.J. Klein Kaw
500
Kevin Deyling Hon
Jeff Fox Hon
Mike Johnson Hon
Herb Murray Hon
Kerry Hearn Kaw
JR MINI P/W
Troy Coventry Suz
Phillip Bechtel Yam
Derick Espenschied Yam
SR MINI
Adam Bechdel Kaw
Jordan Saran Kaw
Dennis Martin Suz
Tim Vesley Yam
Tim Nelson Kaw
SR
Don Sprague Hon
Rob Harris Kaw
Bruce Perell KTM
Bruce Stewart Hon
Harold Gipson Kaw

Motocross
Burleson MX Park
Burleson, TX
May 26
By Kat Spann

50
Brandon Johnson Yam
Chad Kirkland Yam
Christy Czajkowski Yam
Mellissa Franks Yam
60
Jacob Jones Kaw
Jeremy Petrie Suz
80 BEG
Chris Torrance Kaw
Zeke Wilson Kaw
Bryan Jones Kaw
Tommy Brock Suz
Casey Steele Kaw
80 NOV
Travis Spann Suz
Jason Eckhoff Kaw
Troy Schleuning Kaw
Michael Brock Suz
80 OPEN
Travis Spann Suz
Chris Torrance Kaw
Casey Steele Kaw
Tony Petrie Hon
125 BEG
Billy Vaughn Yam
Tim Taylor Suz
Joe Walker Suz
Eddie Moderow Kaw
Paul Romanick Hon
125 NOV
Brian Colmer Hon
Matt Feil Kaw
Rodney Gist Kaw
Mike Battaile Kaw
Glen Walker Suz
125 OPEN
Brian Colmer Hon
Rodney Gist Kaw
Mike Battaile Kaw
Bill Albany Hon
0-25 NOV
Alan Bell Hon
Chris Scoggins Hon
Glen Walker Suz
Brian Colmer Hon
Mike Klement Kaw
0-25 EX
Joey Hardin Kaw
David Wilson Hon
0-30 NOV
Joe Acklen Yam
James Trawick Suz
Jeff Haney Kaw
Roandy Owen Hon
John Talbot Hus
0-30 INT
Rick Humphreys Hon
richard Pae Hon
Sean Knaack Kaw
Jerry Hill Suz
0-30 EX
Jon Kolbensvik Kaw
0-40
Danny Hagins Yam
Glenn Cribbs HJon
250 OPEN BEG
Ray Jennings Kaw
Chris Lott Hon
Joe Walker Suz
Wesley Sheets Hon
Aaon Winele Kaw
250 NOV
Matt Feil
Jerry Hill Jr.
Alan Bell
Craig Cordes
Lee Upton
250 INT
Keith Hagins
David Wilson

Motocross
Eagle Creek Park
Grant Co., KY
May 19
By Evelyn Darlington

HI O/A
Mark Edwarda Yam
0-125
Jeff Claborn Kaw
Gary Smith Hon
Michael Prince Hon
Randy Lester Hon
Wayne McKinney Hon
200
Mark McLaughlin Kaw
Bill West ATK
Mike Alig Kaw
Chris Black Hon
Steve Black Kaw
250
Barry Howard Hon
Steve Gamit ATK
Terry Cantrell Suz
John Bradley KTM
Michael Davis Hon
OPEN
Rick Nowak Hon
Chris Burke KTM
James Ganger Suz
Kent Anness Hon
Shawn Estes Hon
OPEN SR
A.J. Spicer ATK
Keith Morgan KTM
S/SR
Bob Thomas Hon
Richard Dunaway

Short Track/TT
The Challenger Rcwy
Jacksonville, PA
May 18

ST
OPEN A
Randall Shank II
Brad Hass
OPEN B
Jody Yearick
Mark Estock
Frank Covert
Kevin Bresnahan
Richard Henigin
SR
Earl Yearick Jr.
VINT
Tony John
DTX 250
Jerry Snowherger
Dan Burkholder
William Davis
James Forshey
Aneurin Clawson
DTX OPEN
Jody McGraw
Donald Ball
Donald Bowman
YTH 7-11
Robert Katus
TT DTX 250
Samuel Stepanovich

Motocross
WOTA
Series Opener
Cross Plaines, WI
May 19

NOV
Mark Hoedel
Bob Bicking
John Janus
Joe Bahr
Larry Kincannon Sr.
JR
Mark Geisler
Kevin Sillick
Michael McConaughy
Don Lopatka
Jeff Policky
EX
Gerry Westphal
Camilo Rivera
C'SHIP
Nole Smage
Ed Polheber

Dirt Track
VDTRA National
Lake Kanopolis, KS
May 26

250
Bill Snyder Bul
Randy Feldhaus Bul
Johnny Isaacs Yam
Ron Nocktonick Bul
600
Randy Feldhaus Yam
Gary Richtmeyer Bul
Dan Deubler BulJeff
Abels Yam
Mike Blythe Yam
OPEN
Tim Linsfors H-D
Johnny Isaacs BSA
Todd Cambell Yam
Mike Frye Tri
Steve Boggs Yam

Dirt Track
VDTRA Regional
Lake Kanopolis, KS
May 27

250
Bill Snyder Bul
Johnny Isaacs Yam
Ron Nocktonick Bul
Bob Ives Bul
600
John Fike BSA
Mike Blythe Yam
Dirk Stanley Yam
Myron Combs Yam
OPEN
Johnny Isaacs BSA
John Fike BSA
Stan Engdahl H-D
OVER 30
Bill Snyder Hon
Richard Hert Hon
Mike Blythe Yam
Dwayne Johnson
Dirk Stanley Yam
OVER 40
Bill Snyder Hon
John Fike BSA
Marc Gifford Suiz
Jack Schoenck Oss
Ron Nocktonick Bul

Motocross
Racing Enterprises
Carlsbad Raceway
Carlsbad, CA
May 18
By Robert Failing

80 BEG
Manny Arias Kaw
Jason Bassett Kaw
125 BEG
Jay Rabjohn Yam
Eric Fisch Suz
Glenn Cunningham Hon
Chris Bradley Hon
250 BEG
Mike McGuire Hon
Mike Shean Hon
Bill Justice Hon
Michael Sebastian Kaw
500 BEG
Marc Lundgrun Kaw
Chuck Caston Hon
Robert Berdyck Hon
25-29 BEG
Scott Steinpreis Yam
Jeffrey Horton Hon
VET BEG
John LeFevre Hus
Curtis Nelson Yam
Cam Cameron Yam
Michael Villa Kaw
Scott Ball Hon
125 JR
Joe Rempp Hon
Milano Schaeffer Hon
250 JR
Nick Abato Yam
Scott Highland Suz
Willi Zarth KTM
Dane Andersen Hon
Ted Kukla Kaw
500 JR
Fred Hommel Hon
Chris Perez Hon
Dan Campbell Hon
BOMBER
Robert Failing Yam
25-29 JR
Brian Ford Yam
Troy Archer Yam
Darrell Little Hon
Fred Hommel Hon
VET JR
Chris Jackson Kaw
Ruben Alvarado Yam
Keith Sievers Yam
Jeff Gray Hon
Jeff Grovom Hon
OT JR
Robert Berdyck Hon
David Rabjohn Yam
John Flanders Hon
Tom Wimberly Yam
250 INT
Jason McCormick Hon
Lee Bacon Suz
Ulf Johnansson Hon
500 INT
Michael Witson Hon
Robert Failing Hon
Eric Christiansen Hon
Tim Harris Yam
Jon Neill Hon
VET INT
Gregory Berg Kaw
Marc Crosby Yam
Craig Breihan KTM
Brad Sherrill Hon
Bob Bland Hon
OT INT
Bill Malone Hon
Chuck Caston Hon
VET EX
Robert Failing Hon
OT EX
Gene Phelps Suz
Bengt Johansson Hon
Tim Daily Hon
John Knight Kaw
Jack McCormick Hon
250 PRO
Paul Cortez Hon
VET PRO
Joe Merrihew Yam
Jim Odle Hon

Drag Race
AMRA Gateway All
Harley Drags Nat'l
Itasca, IL
May 18-19
By L. Heinemeier

T/F
Pete Hill
Warren Custom
A/F
Mike Romine
Leo Hess
B/F
Robert Sutterlin
Bill Gilbert
T/G
Bob Taft
Jack Larson
P/S
James Raisigel
Darrel Copeman
S/FL
Matt Hawkins
Jim Klopfenstein
EV/FL
Dick Disher
Neil Stehr
S/XL
Butch Cullison
Charlie Bookmiller
M/FL
Pam Cummings
Orville Kline
SM/FL
Marley Slabaugh
Jeffrey Flora
M/XL
Rick Bledsie
Joe Miller
SM/XL
Michael Shute
Tony Von DeLinde
H/S
Jeff Bradley
Johnny West
D
Dennis Delaney
Jim Dahling
T
Peg Leg Parker
Billy Lockhart
J.R. Sheaffer
Terry Walsh
Steve Carnes
Harold Judy

Motocross
White Oak MX
Fredericksburg, VA
May 26
By Caryl Pigg

JR MINI
Amber Hughes Suz
Josh Wood Kaw
Kenny Moore Hon
Chris Anstead Yam
Max Glass Kaw
SR MINI
Shawn Schultz Kaw
Ben Stilley Suz
Myles Scarano Suz
Ashley Bruce Suz
Nathan Juergens Hon
125 B
Shawn Bowers Kaw
Jason Conlon Suz
Tres Bruce Kaw
Colby Johnson Suz
Steve Gaumer Hon
250 B
Chucky Hicks Hon
Jaosn Conlon Suz
Jim Little Hon
John Lee Hon
Gordon Bowers Kaw
250 C
Glen Lowman Suz
Paull Ritchie Hon
Fred Syvertson Kaw
Matt Plungis Hon
Craig Whyte Hon
OPEN A
Joe Marini Hon
Rick Wendelken Hon
Alan Kocotas Hon
Brian Long Hon
Mike Curry Kaw
OPEN B
Carrl Lewis Jr. Kaw
Robert DeMichele Kaw
Mark Rutherford Kaw
Eric Weishaar Hon
Robert Gooch Hon
125 A
Jamie Frazier Hon
Billy Martin Hon
Kalan Bunch Hon
Allen Painter Hon
Danny Whitten KTM
250 A
Bob Gerken Hon
Sonny MitchellHon
Kevin Mustain YUam
John Morfit Kaw
Pete Shinault Suz
SR +30
Pete Shinault Suz
Rick Wendelken Hon
CHucky Hicks Hon
Alan Kocotas Hon
A.C. Bruce Kaw
SR +40
Tommy Shelton Yam
Ken Jordon Hon
Warren Glass Yam
125 C
Kevin Blosser Yam
Kenneth Warren Hon
Norman Fritz Suz
John Fohr Suz
Matt Jording Kaw
50
Isha Wood Yam
Noah Turnblow Hon
Joel Griffith Yam
Andrew Tsakanika Yam
Dean Day Yam
60
Josh Wood Kaw
Max Glass Kaw
Kyle Griffith Kaw
Jeff Day Jr. Kaw
Michael Ford Kaw
25+ A
Bob Gerken Hon
Sonny Mitchell Hon
Allen Painter Hon
Ed Ables Suz
Kenny Brown Hon
25+ B
Jim Little Hon
Greg Guarnera Hon
Fred Syverrtson Kaw
Gene Kaczka Hon
John Deleon Hon
CALCUTTA
Bob Gerken Hon
Jamie Frazier Hon
Billy Martin Hon

Motocross
Mosier Valley MX
Euless, TX
May 31
By Renee Cordray

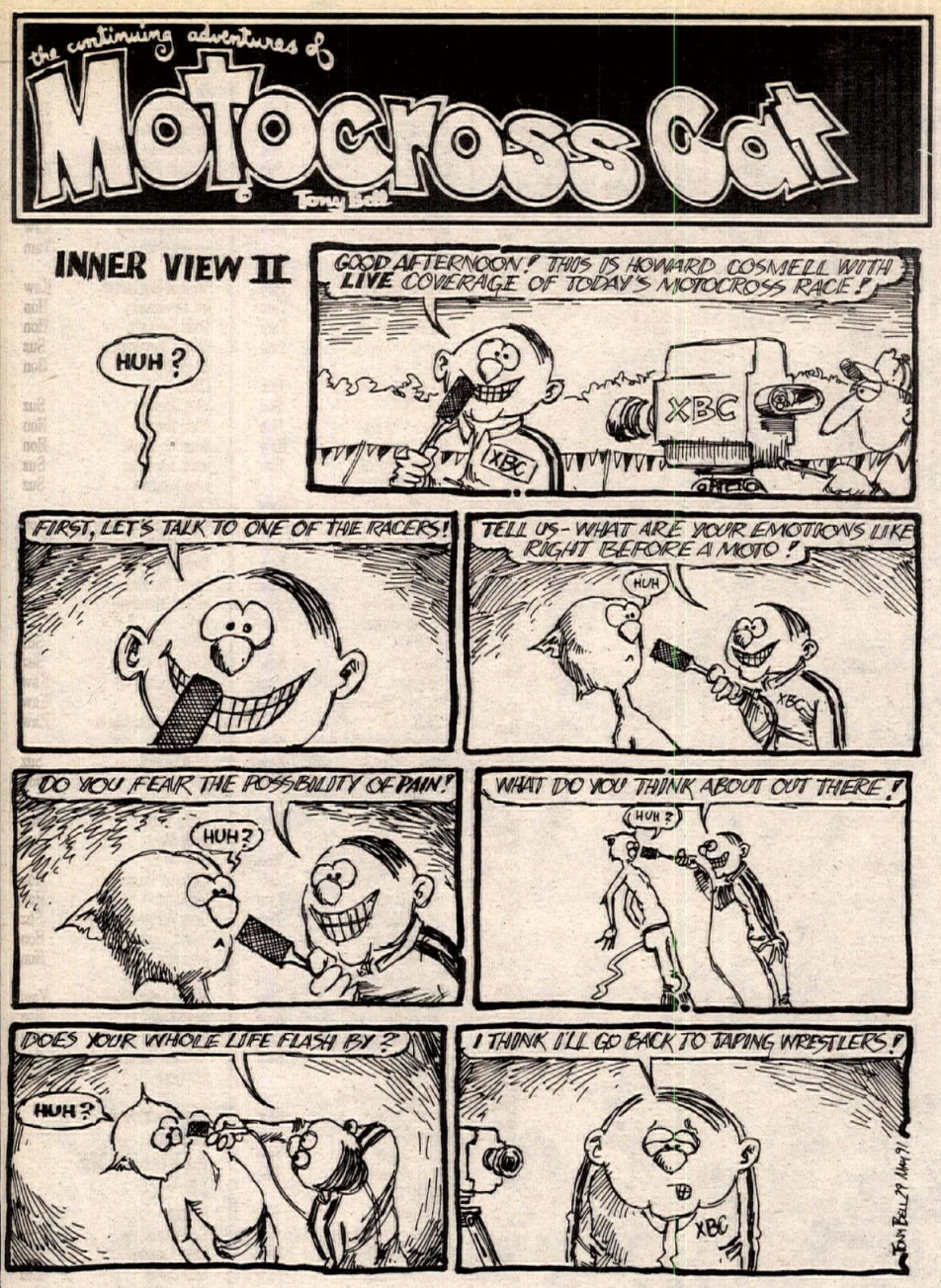
250 BEG
Brian Townsend Kaw
Darrell Fletcher Suz
David Warren Jr. Kaw
Tim Heller Yam
Roger Starnes Kaw
250 NOV
Matt Saba Yam
Perry Reeder Kaw
Gator Davis Kaw
Chris Young Suz
Kelly Whitney Kaw
60
Daniel Bonner Kaw
Dusty Fountain Kaw
Justin Bates Kaw
Scott Trimble Kaw
Michael Hanna Kaw
125 OPEN
Mike Boliver Suz
Chris Safrit Suz
Justin Stevens Kaw
John Carter Kaw
Steve Burton Yam
50
Dusty Fountain Yam
Logan Williams Yam
Lynn Nickerson Yam
Gerald Bradley Yam
Melissa Franks Yam
OVER 30
Greg Edgerton Hon
Jerry Hill Suz
Lance Vickers Hon
H.C. Tredway Kaw
Spanky Moore Hon
OVER 30 EX
Don McCoy Kaw
80 BEG
Nathaniel Herndon Suz
Daniel Bonner Kaw
Jason Ward Kaw
Gavin Wendel Szu
Travis Williams Yam
80 OPEN
Charley Bogard Kaw
Jeff Smith Suz
William Hitchcock Suz
125 BEG A
Chris Safrit Suz
John Carter Kaw
Randall Rejcek Kaw
Craig Trotter Yam
Billy Lambert Hon
125 BEG B
Robert Tedder Hon
Faustino Tineo Suz
Shane Couch Yam
Kent Rider Hon
Alan Ackerman Suz
125 NOV
Michael Boliver Szu
T.J. Ratel Hon
Dee Wood Kaw
Jason Narramore Yam
Karl Gauldock Kaw
OVER 25
Dwayne Copeland Suz
David Wilson Kaw
Jerry Hill Suz
Mike Dozier Yam
Terry Dickey Hon
80 NOV
Jeff Smith Suz
William Hitchcock Suz
Jason Eckhoff Kaw
Charley Bogard Kaw
COMB EX
Clay Hoenshell Suz
Terry Tinney Kaw
Jason Langford Yam
Jason Edwards Kaw
COMB INT
Jeff Long Hon
Sprint Haynes Suz
Terry Moody Ka
Keith Hagins Hon

Motocross
Mustang Acres
Brighton, MI
May 27
By Jan Darden

51
Kyle Polter Yam
Cory McDermitt Yam
Ronald Ledbetter Yam
Ted Zweifel Yam
Tad Zweifel Yam
60
Nicholas Wey Kaw
Michael Mercer Ka
Joshua Woods Kaw
Jason McDonald Kaw
Joseph Kersanty Kaw
7-11
Nicholas Wey Hon
Randy Valade Suz
Michael Mercer Suz
Jeremy Brown Kaw
Jason McDonald Hon
12-15
Ryan Valade Suz
Kirt Deboer Suz
Ryan Haines Suz
Leroy Magoon Kaw
Nathan Miller Kaw
80 C
Gene Zawrotry Kaw
Paul Cianciolo Kaw
Justin Slocum Kaw
Tait Drury Suz
Ben Grinold Kaw
Ben Grinold Kaw
125 JR
Richard Godshall Suz
Steven Casto Suz
Howard DuRussell Hon
Ahmad Owens Hon
Kirt Deboer Suz
30+
Gary Seibert Kaw
Scott Currie Hon
David Bowman Suyz
Jerry Mott Kqw
Vern Zweifel Kaw
40+
Frank Helms Suz
Howard DuRussell Yam
Larry Stewart Hon
Thomas Jankowski Yam
Randy Stephenson Hon
50+
Ed Hieftje Hon
Richard Schank Yam
Charles McConnell Kw
William Foster Kaw
Bill Thumm Hon
16-24
John McFarland Kaw
Steven Garan Yam
25+
Sanford Buchalter Kaw
Jeff Devereaux Hon
Todd Stewart Hon
Robert Merlington Suz
Ed Hieftje Hon
125 A
John Grewe Suz
Allen Horne Hon
Brandon Drake Hon
Jason Faulkner Suz
John Putnam Suz
125 B
Richard Shearing Hon
Adam Martin Kaw
Andrew Brown Suz
David Horvath Hon
Robert Marshall Kaw
125 C
John Carr Suz
Kirt Deboer Suz
Mark Zukowski Kaw
Jerry Flynn Kaw
Matthew Davidson Kaw
250-500 A
John Grewe Suz
Allen Horen Hon
Todd Stewart Hon
Craig Valle Hon
Jerry Mott Yam
250-500 B
Richard Shearing Hon
Joe Kitlel Hon
Greg Ferguson Suz
David Taube Hon
John Imo Hon
250-500 C
Marty Schrauben Yam
Jared Cole Hon
Daryl Boys Suz
Richard Harrison Hon
Jeff Good Hon

Motocross
NESC
Lewiston, ME
May 26

85 BEG
Keith Labonne Yam
Mike Lamont Hon
Eric Carey Suz
Adam Weiner Suz
85 JR
Richard Rogers Suz
Jason Boron Kaw
John Silva Kaw
Ryan Heilman Suz
85 ADV
Ryan Kaichen Kaw
Patrick Ourtericky Kaw
Clint Rooney Hon
Gerry Lashway Jr. Kaw
125 BEG
Manny Hopes Yam
JMark Scalisi Hon
Dennis Collier Hon
John Debartolo Suz
125 JR
Chris Dube KTM
Joe Russo Jr. Kaw
Ben Asaff Suz
Vaughn Perkins Suz
Marcus Moir Yam
125 ADV
Glen Labbe Kaw
Ron Tipple Kaw
Brian Gingras Kaw
Adam Dupont Suz
Jeff Carmignani Kaw
125 NOV
Ronald Bushey Yam
Chris Dube KTM
Brett Melville Hon
Ray Masterson Hon
Bob Harris Suz
250 NOV
Robert Weymouth Kaw
Scott Stolinas Hon
Troy Pila
John Thompson KTM
Edward Corbeil Hon
OPEN NOV
Ted Angelakis Hon
Paul Atwood Hon
Scott Oatley Hon
Robert Weymouth Kaw
Jason Geremia Kaw
125 AM
Jason Buzzee Kaw
Dan Boone II Kaw
Adam Dupont Suz
Shad Wilson Hon
Jeff Carmignani Kaw
200+ AM
Doug Pitts Kaw
Niko Lavoie Kaw
Gary Williams Kaw
Thomas Wood Kaw
Brian Webster Hon
OPEN AM
Mike Walsh Kaw
Dwight Fraser Hon
Mark Jurgilewicz Hon
Marc Paulhus Suz
Peter Vanryswood Hon
125 EX
Scott Carter Suz
Patrick Barton Suz



RESULTS

Badger Dzielak Hon
Mike Treadwell Suz
Randy McCann Kaw
200+ EX
Patrick Barton Suz
David Antonucci Hon
Mike Treadwell Suz
Jim Boschen Kaw
Jim Meenan Suz
VET AM
Mike Walsh Kaw
Jeff Emery Kaw
Andy Smith Yam
Jack Weaver Yam
Joe French Hon
VET EX
Joe Mikalson Jr. Hon
Don Grahan Hon
Jim Meenan Suz
John Welch Hon
Peter Kane Suz
SR NOV
Gary Hutchinson Suz
Robert Swatik KTM
David Gladding Hon
SR AM
Jack Weaver Yam
Gary Mikalson Yam
William Borges Hon
Jim Pare Hon
John Barone Sr. Hon
SR EX
Don Grahn Hon
Joe Ferrini Yam
David Clemence KTM
Louis Pirotte Hon
Jim O'Donal Hon
40+
Louis Pirotte Hon
Bob Swatik KTM
John Barone Sr. Hon
John Linnens Suz
Tom Navarro Sr. Hon

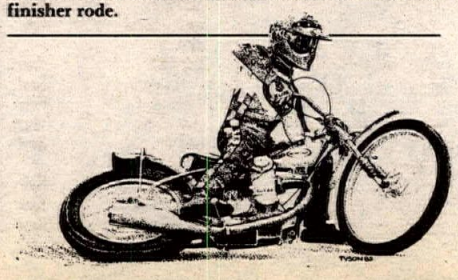
Motocross
NESC
Lewiston, ME
May 27

85 BEG
Mike Lamont Hon
Keith Labonne Yam
Eric Carey Suz
Adam Weiner Suz
85 JR
Jason Boron Kaw
Richard Rogers Suz
John Silva Kaw
Jason Bishop Kaw
Ryan Heilman Suz
85 ADV
Ryan Kaichen Kaw
Clint Rooney Hon
Gerry Lashway Jr. Kaw
Patrick Ouericky Kaw
125 BEG
John Debartolo Szu
Jason Blackler Yam
Dennis Collier Hon
125 JR
Chris Dube KTM
Joe Russo Kaw
Ben Asaff Suz
Vaughn Perkins Suz
Zak Keenan Hon
125 ADV
Glen Labbe Kaw
Adam Dupont Suz
Ron Tipple Kaw
Jeff Carmignani Kaw
Larry Lashway II Kaw
125 NOV
Stephen Digregorio Hon
Ronald Bushey Yam
Brian Collins Suz
Craig Houston Hon
Brett Melville Hon
250 NOV
Scott Stolinas Hon
David Williams Suz
Michael Neptune Suz
Jason Geremia Kasw
Edward Corbeil II Hon
OPEN NOV
Ted Angelakis Hon
Paul Atwood Hon
Daniel Hayes Kaw
Michael Neptune Suz
Ed Bill Kaw
125 AM
Adam Dupoint Suz
Jason Buzzee Kaw
Shad Wilson Hon
John Barone Jr. Kaw
Dan Boone II Kaw
200+ AM
Doug Pitts Kaw
Devin Lobisser Suz
Niko Lavoie Kaw
Gary Williams Kaw
Bill Belmore Kaw
OPEN AM
Chris Knuth Hon
Mark Jurgilewicz Hon
Marc Paulhus Suz
Mike Ouellette Suz
Mike Walsh Kaw
125 EX
Patrick Barton Suz
Badger Dzielak Hon
Scott Carter Suz
Randy McCann Kaw
Mike Treadwell Suz
200+ EX
Randy McCann Kaw
Patrick Barton Suz
Scott Carter Suz
Jim Boschen Kaw
Mike Treadwell Suz
VET AM
Mike Walsh Kaw
Jeff Emery Kaw
Chris Knuth Hon
Jack Weaver Yam
Joe French Hon
VET EX
Don Grahn Hon
Joe Mikalson Jr. Hon
John Welch Hon
Jim Meenan Suz
Richard Crooker KTM
SR NOV
David Gladding Hon
Bill Ross Hon
Gary Hutchinson Suz
Robert Swatik KTM
Lenny Monroe Suz
SR AM
Jack Weaver Yam
Gary Mikalson Yam
Jim Pare Hon
William Borges Hon
John Barone Sr. Hon
SR EX
Don Grahn Hon
Davis Clemence KTM
Joe Ferrini Yam
Jim O'Donal Hon
Louis Pirotte Hon
40+
Bob Swatik KTM
John Barone Sr. Hon
Louis Pirotte Hon
Gordon Razee KTM
Jim Mossman KTM

Motocross
Pendleton Co. M/C Pk.
Gardnersville, Ky
June 2
By Evelyn Darlington

125 B
Jeff Hardin Hon
Bronson Wade Yam
Darren Darlington Hon
125 C
Jeff Dunn Kaw
David Tracey Yam
250 B
John Lang Suz
John Black Yam
Kenny Shipley Hon
250 C
Mike Monning Hon
Tony Wiesenhuhn Hon
OPEN
Joseph Sabo KTM
Lance Wade Yam
Norm Reatherford Hon
OPEN SR
Joseph Sabo KTM
Randall Eckstein Kaw
Bill West ATK
Tom Farwell ATK
OPEN AM
Lance Wade Yam
John Lang Suz
Kenny Shipley Hon

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



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